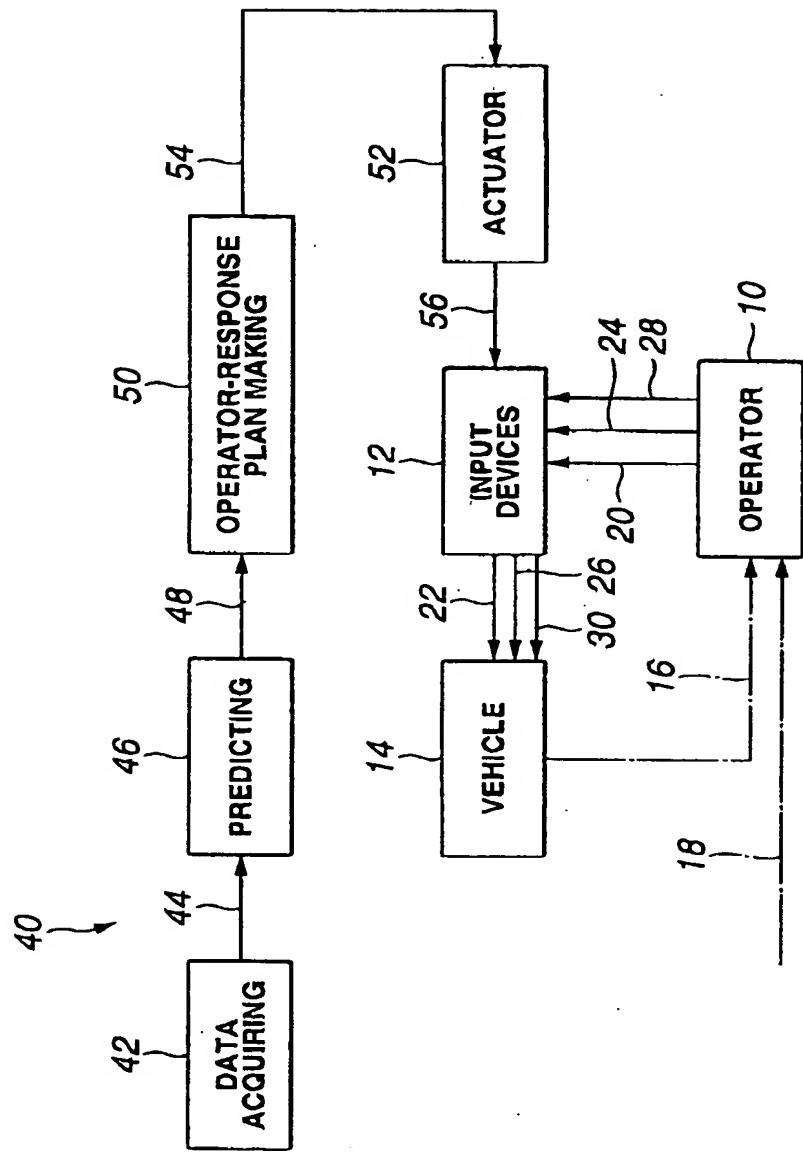
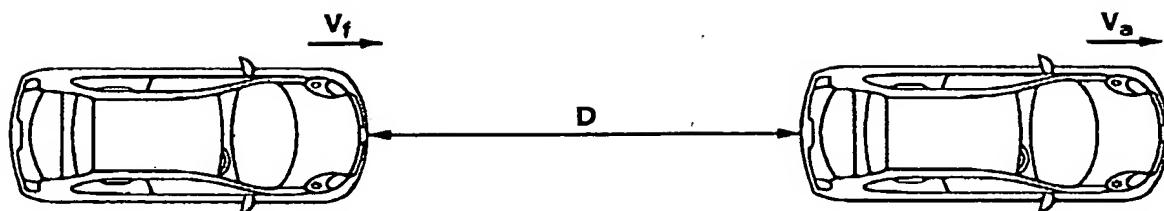


FIG.



## FIG.2



**TTC : TIME TO CONTACT**

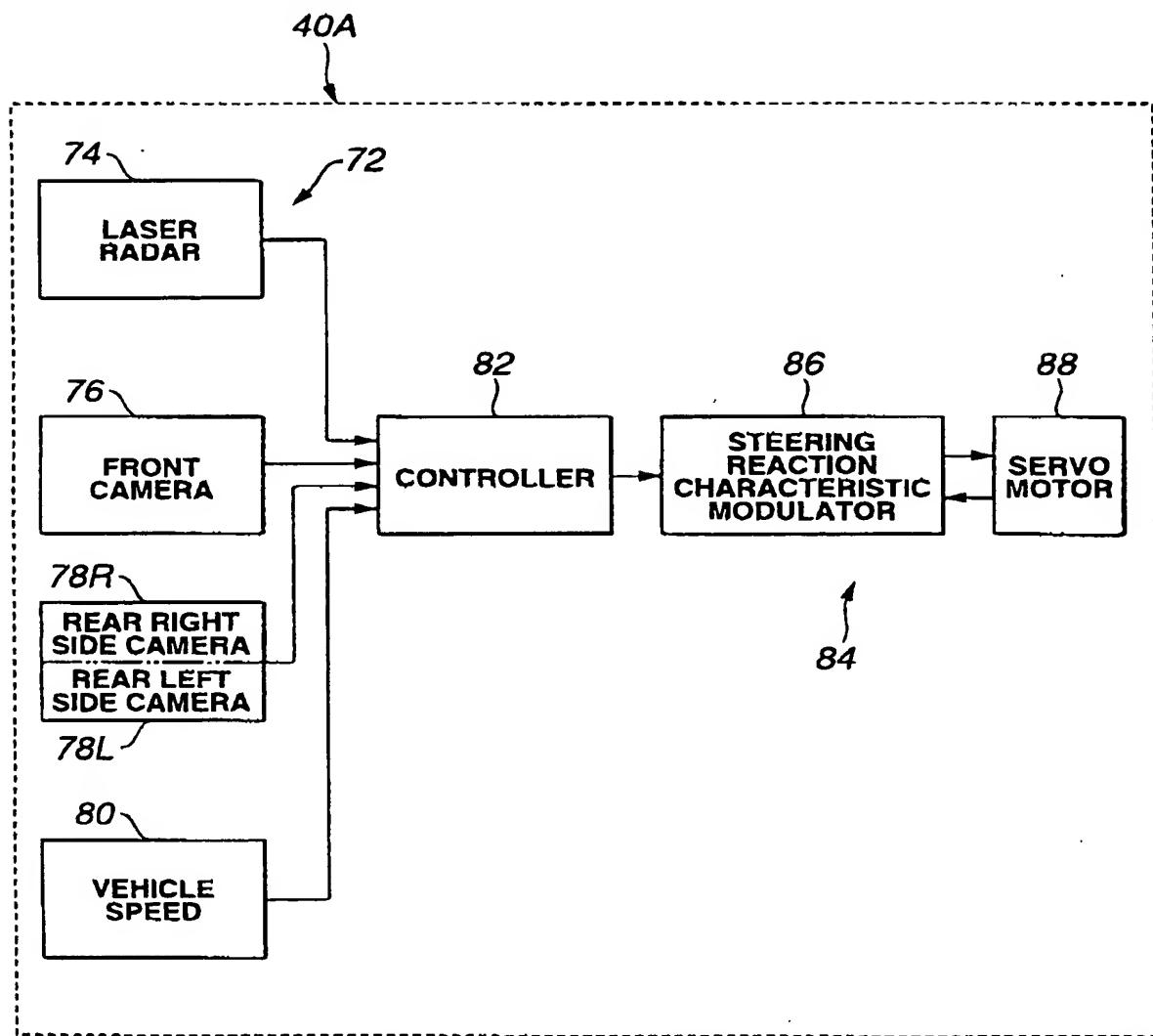
**THW : TIME HEADWAY**

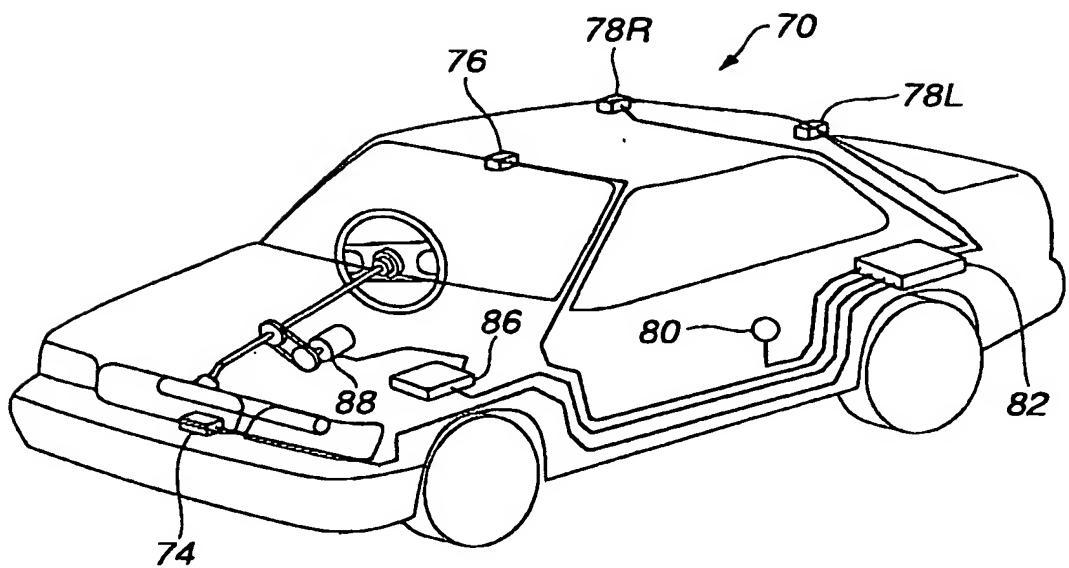
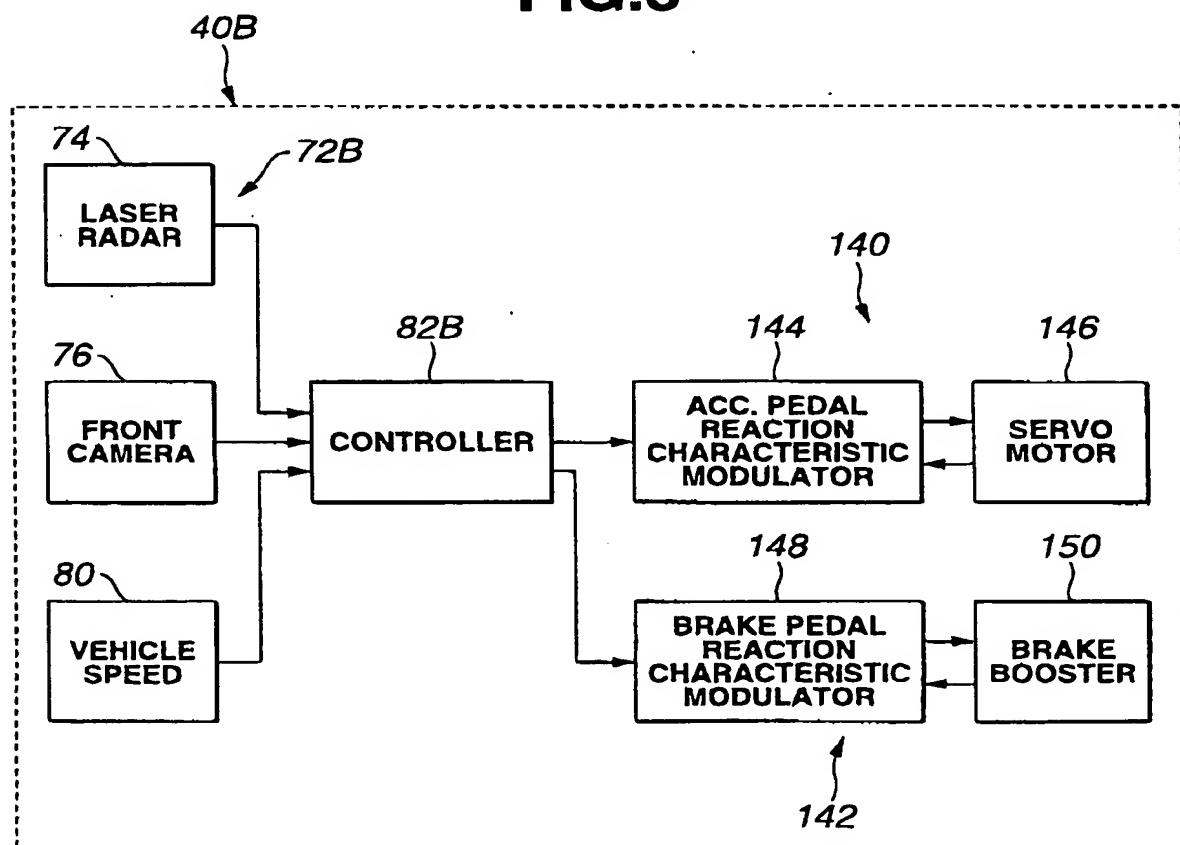
**D : VEHICLE SEPARATION**

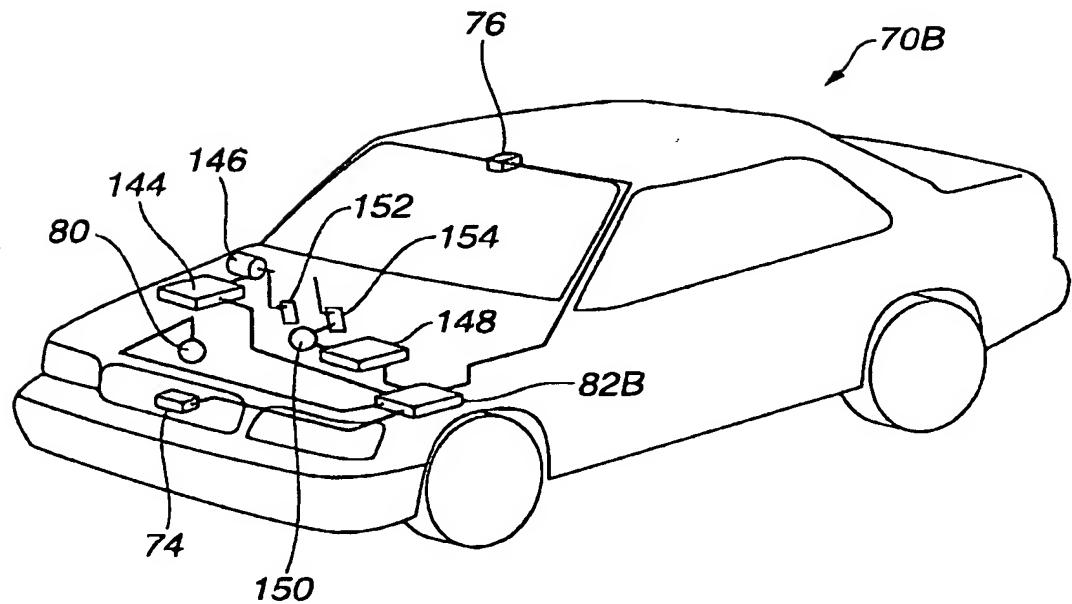
**$v_a$  : VELOCITY OF LEADING VEHICLE**

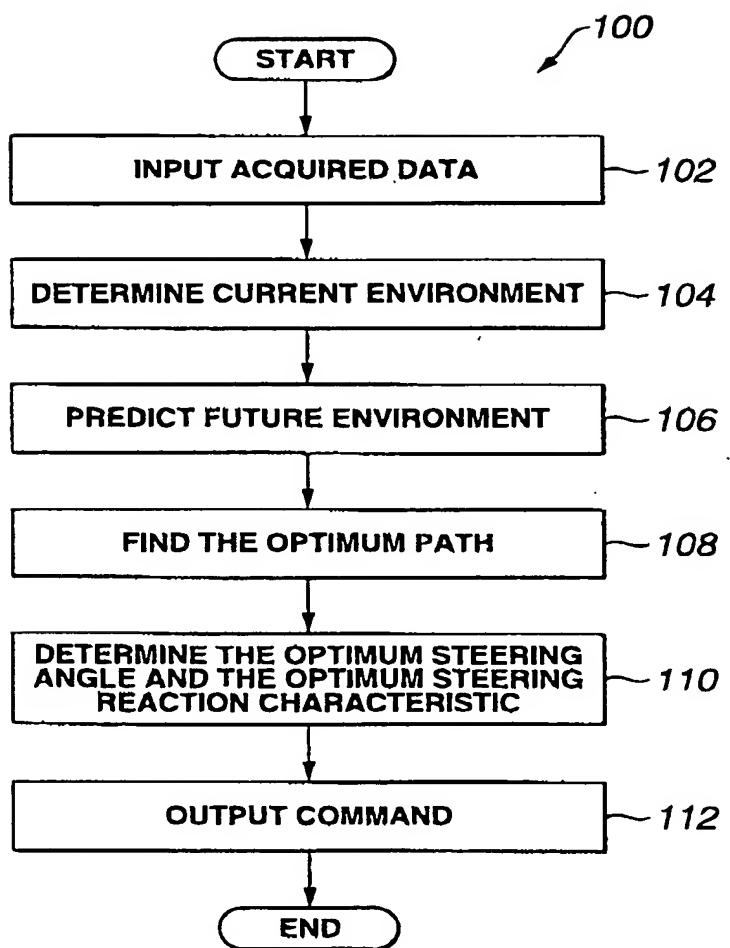
**$v_f$  : VELOCITY OF FOLLOWING VEHICLE**

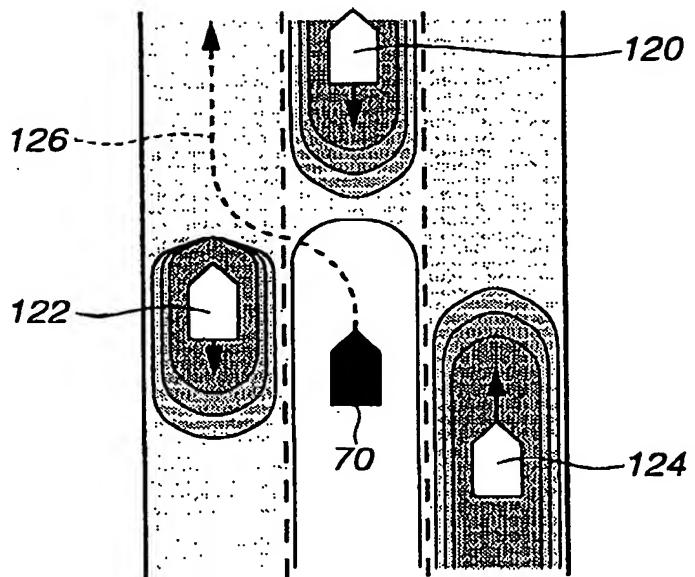
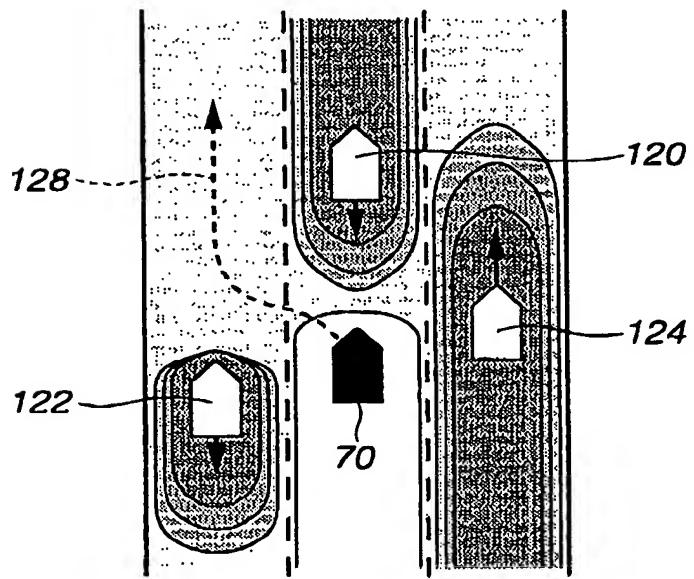
**$v_r = v_f - v_a$  : RELATIVE VEHICLE VELOCITY**

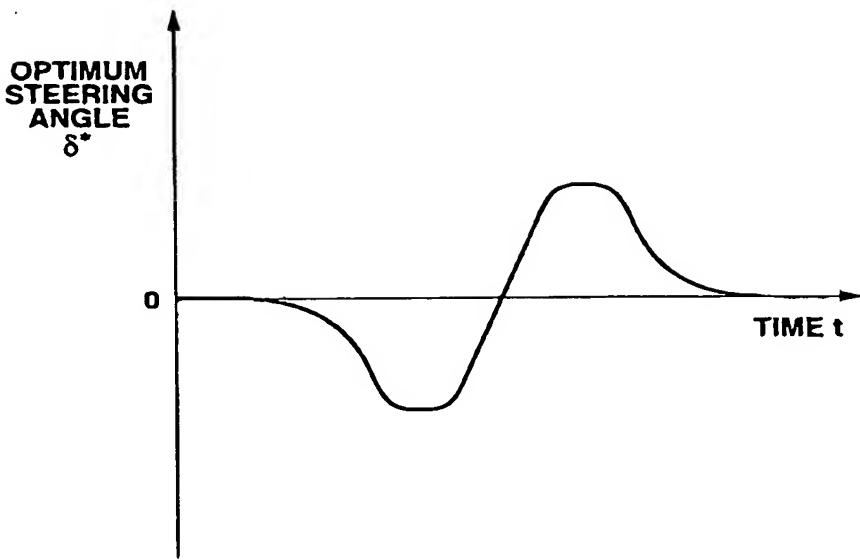
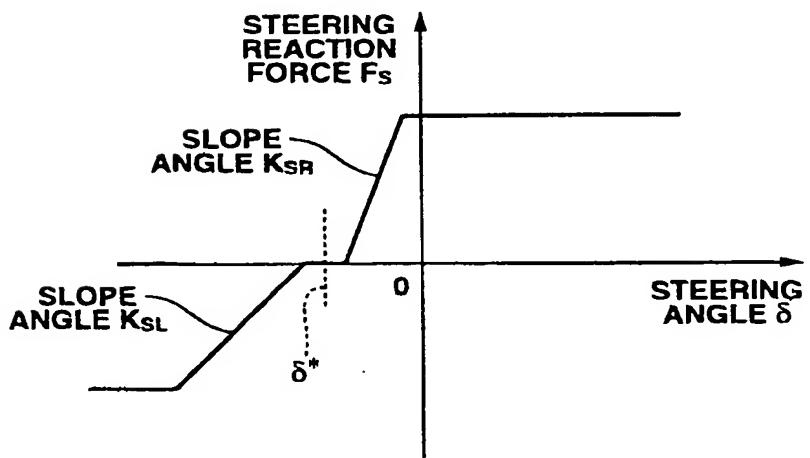
**FIG.3**

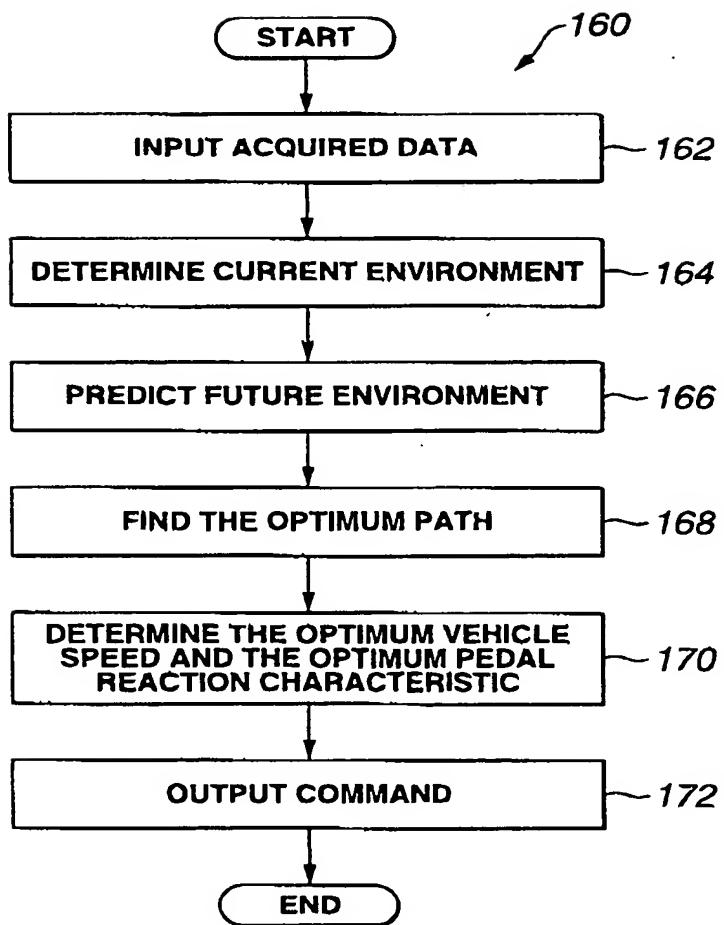
**FIG.4****FIG.5**

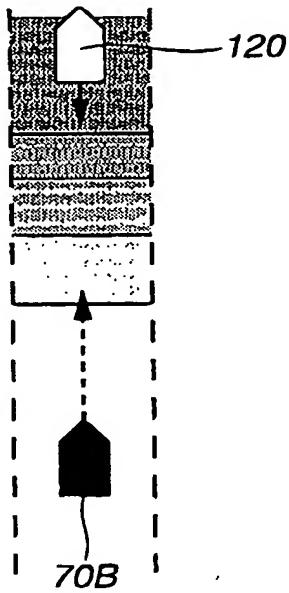
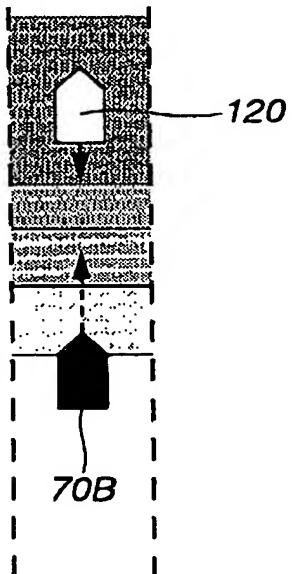
**FIG.6**

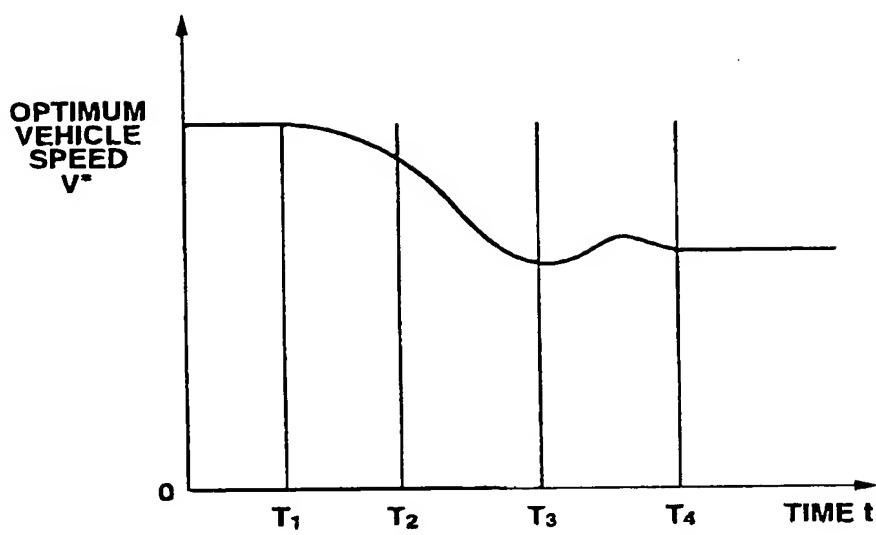
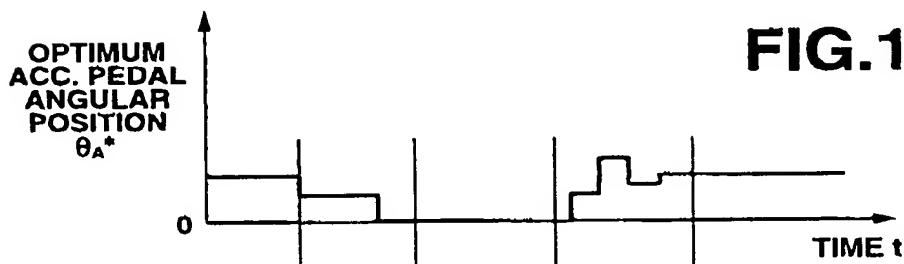
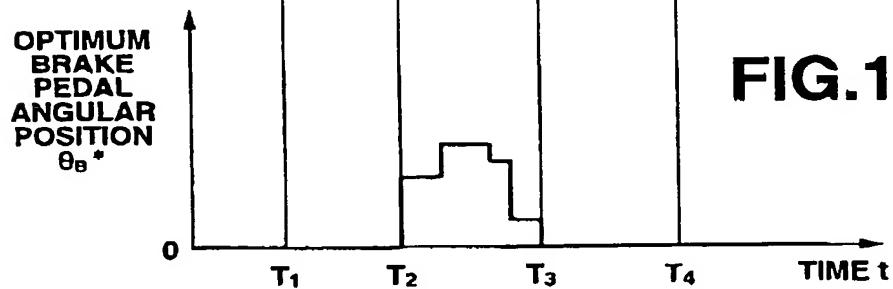
**FIG.7**

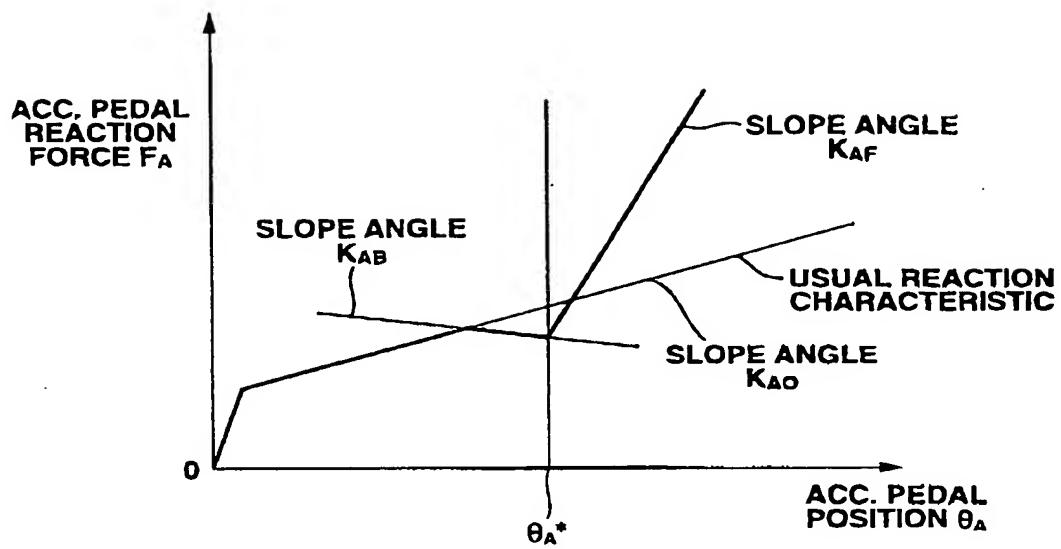
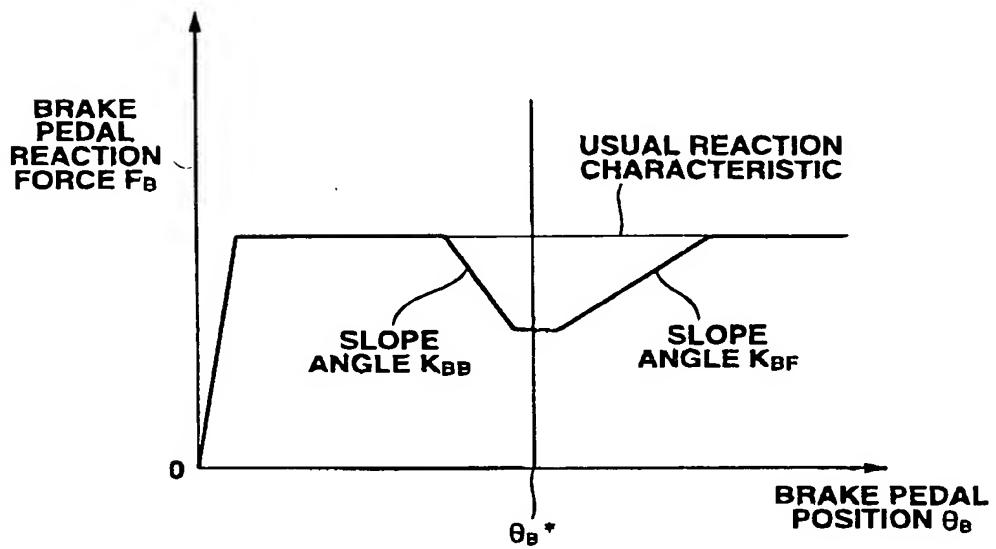
**FIG.8****FIG.9**

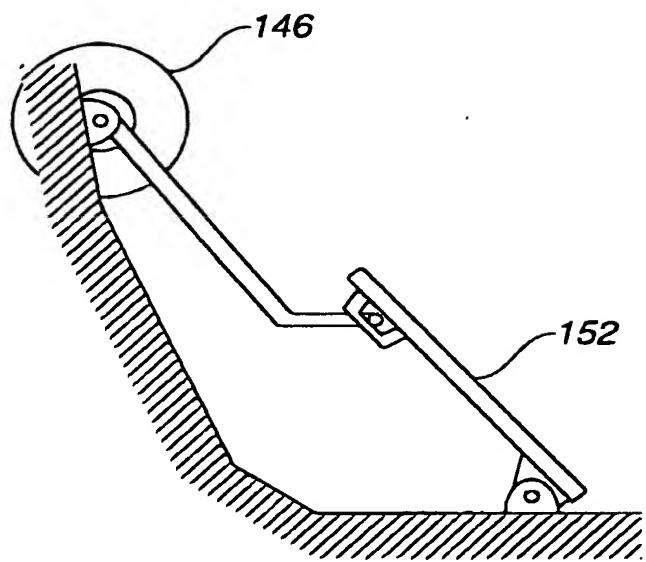
**FIG.10****FIG.11**

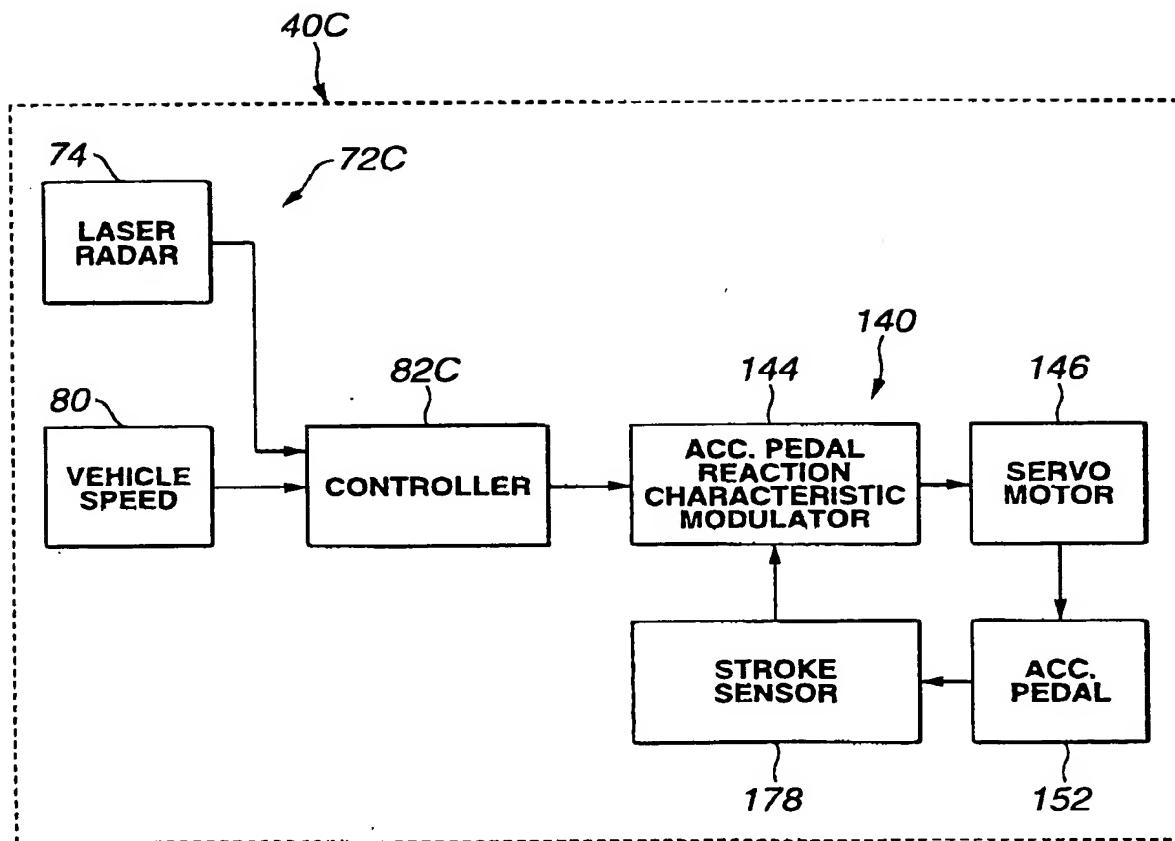
**FIG.12**

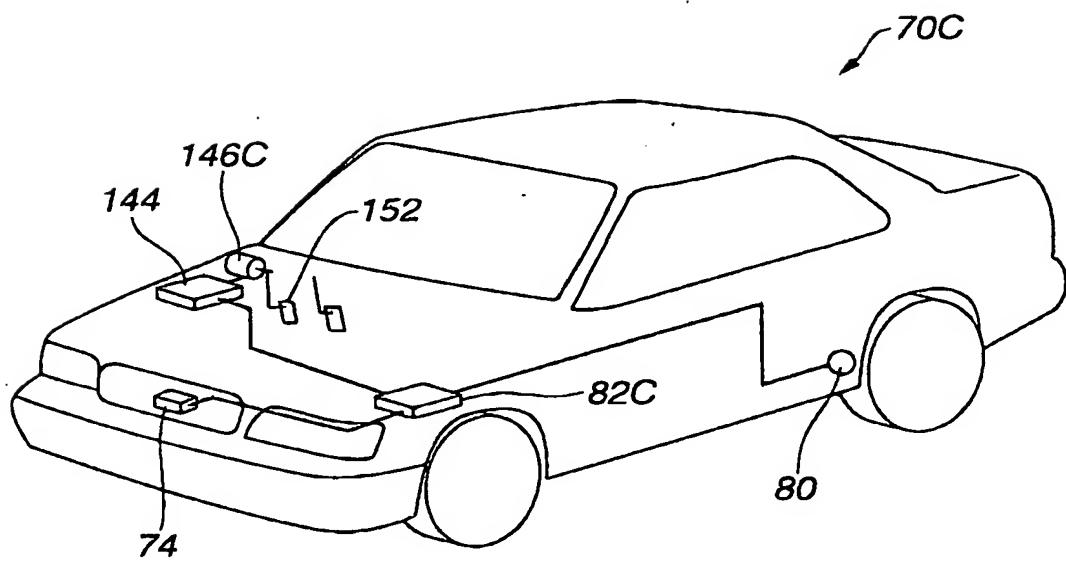
**FIG.13****FIG.14**

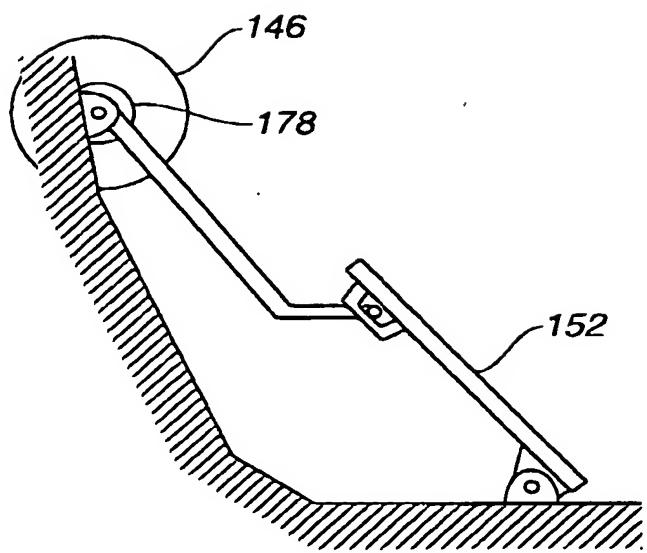
**FIG.15****FIG.16A****FIG.16B**

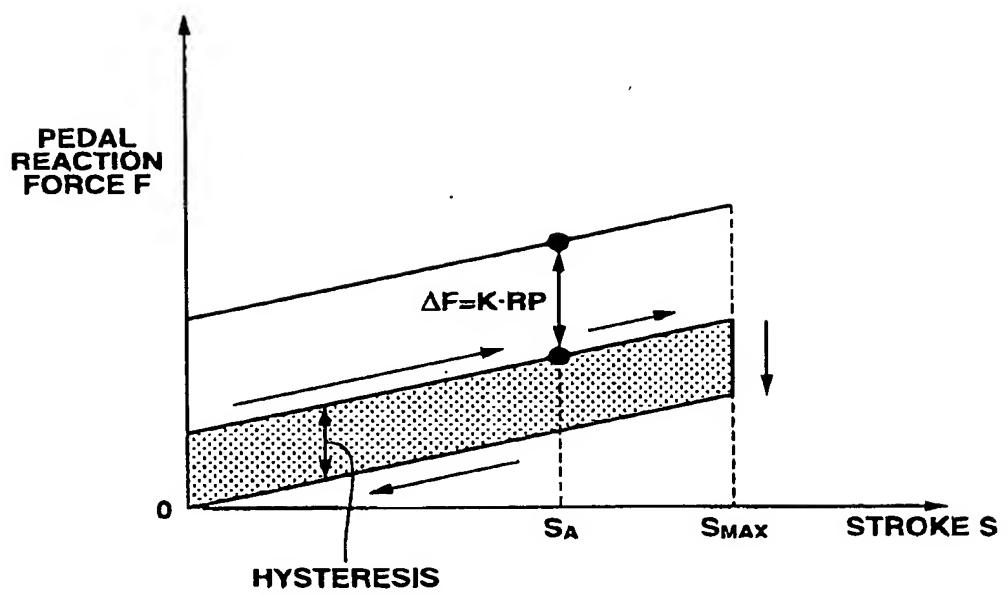
**FIG.17****FIG.18**

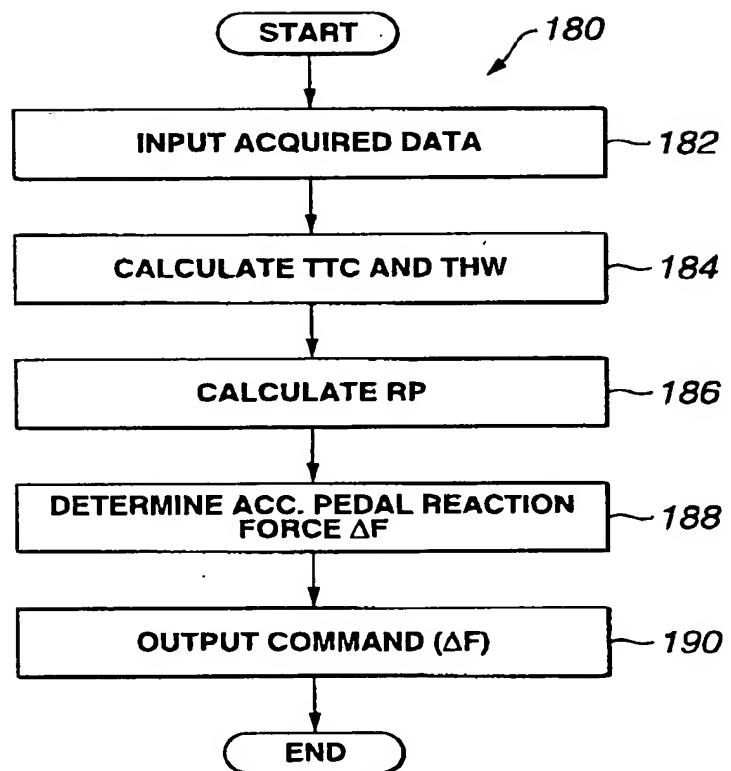
**FIG.19**

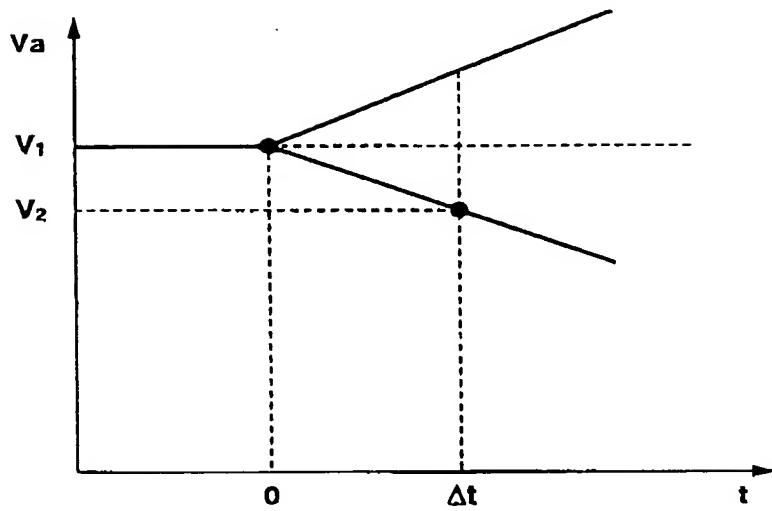
**FIG.20**

**FIG.21**

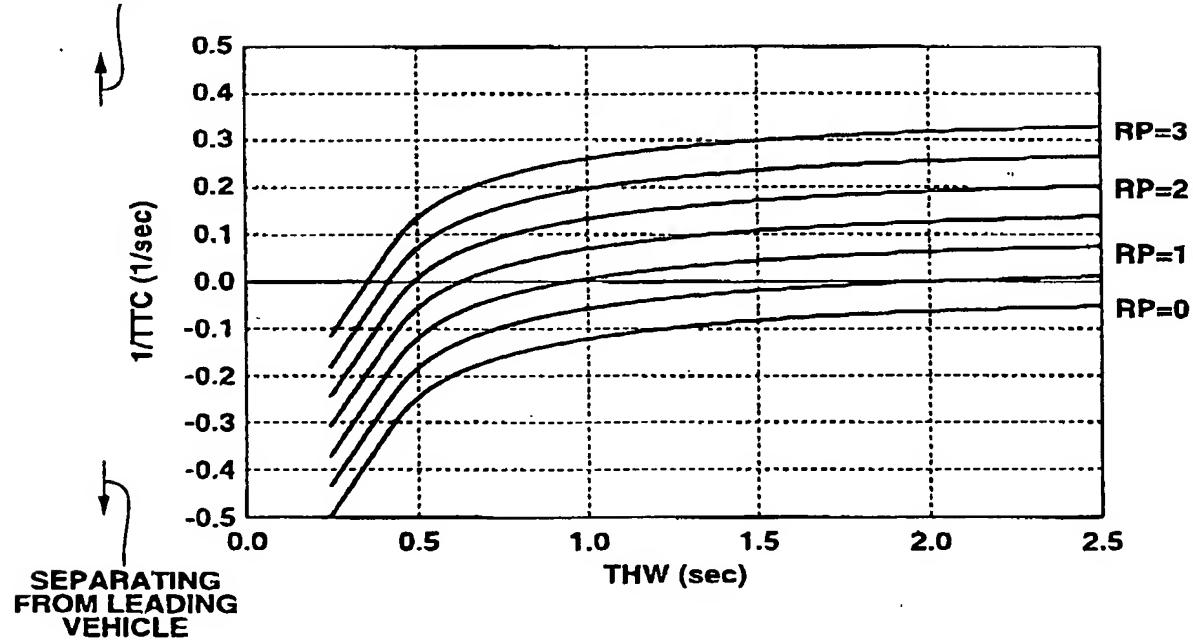
**FIG.22**

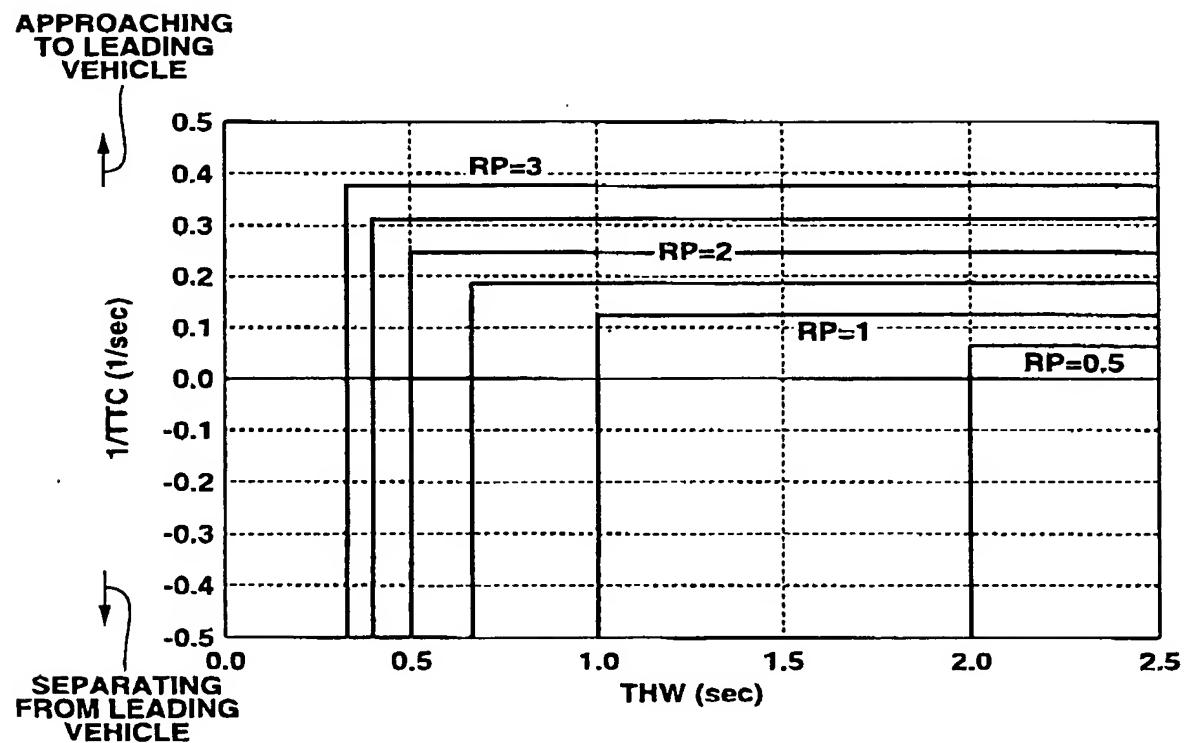
**FIG.23**

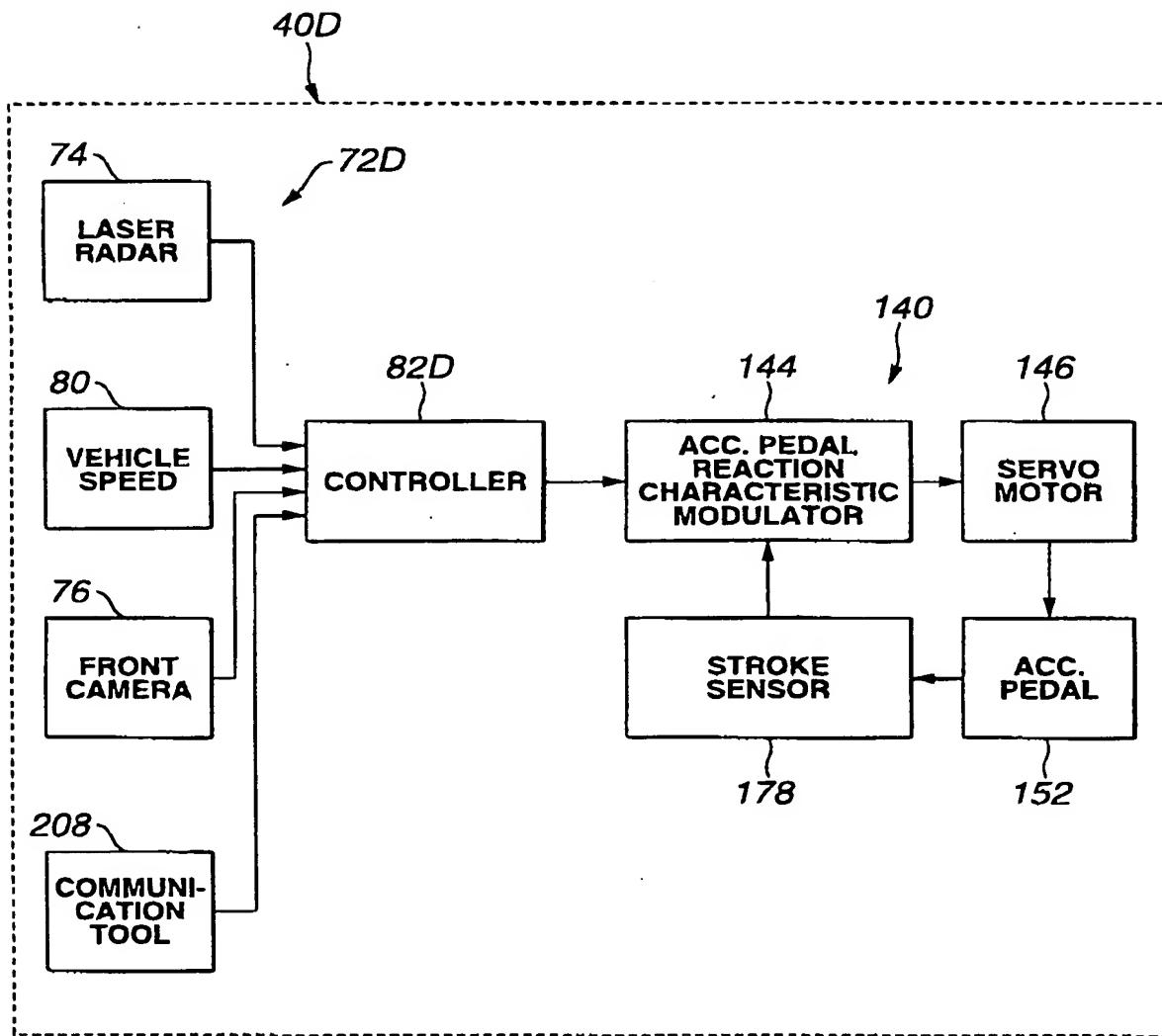
**FIG.24**

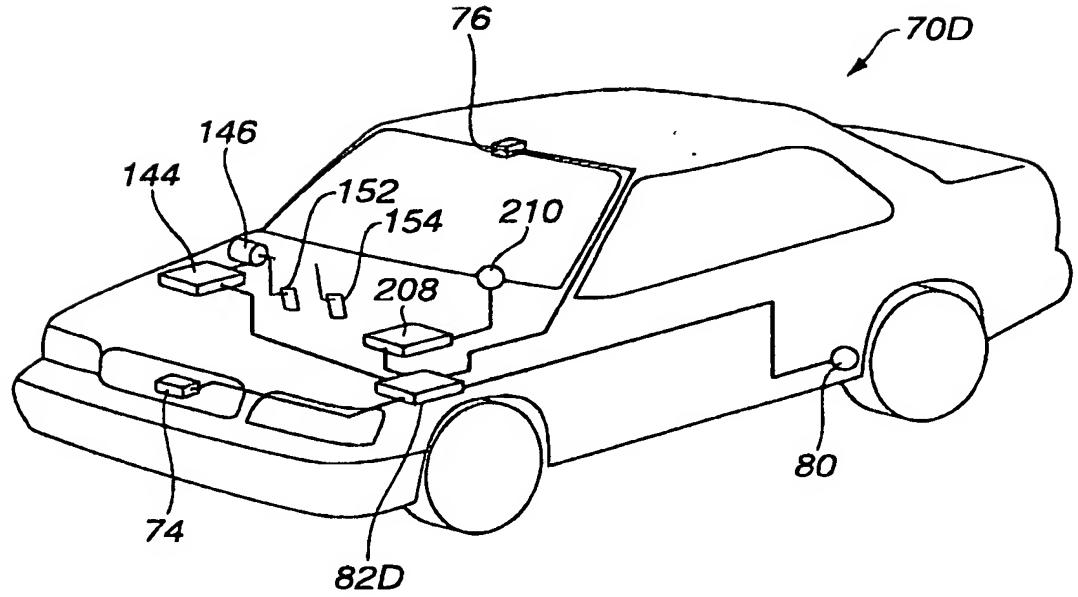
**FIG.25****FIG.26**

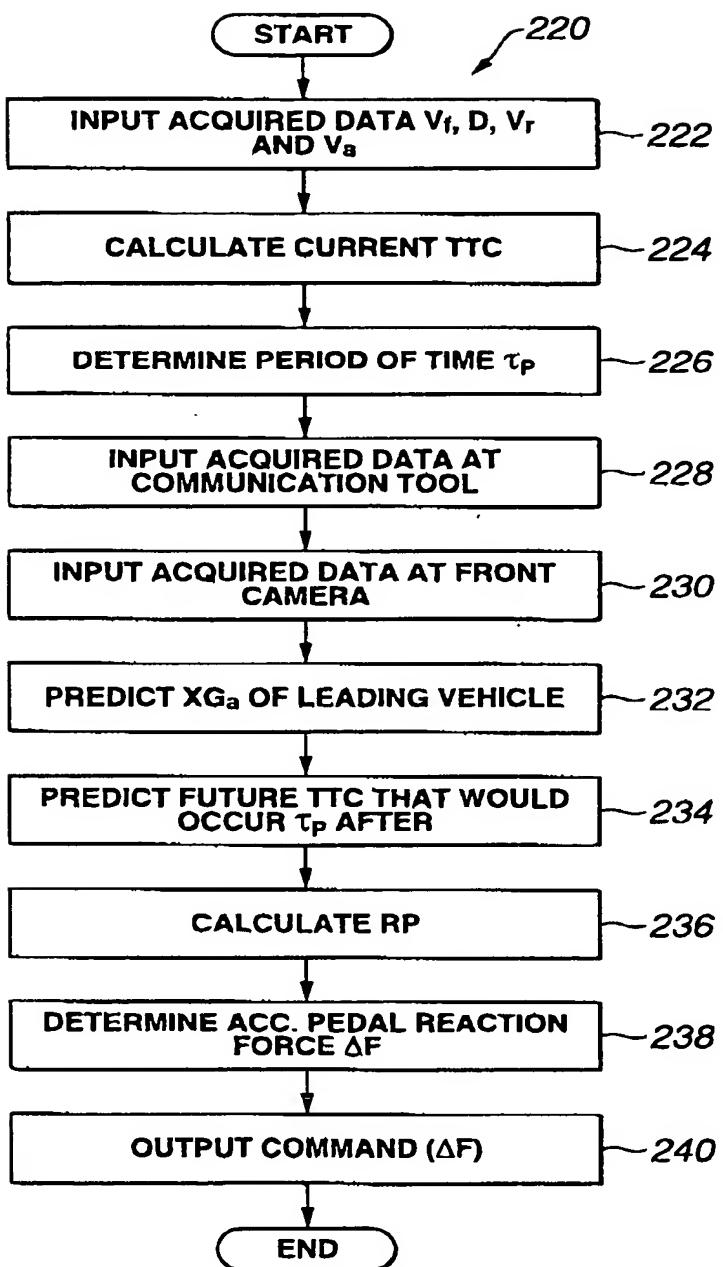
APPROACHING  
TO LEADING  
VEHICLE

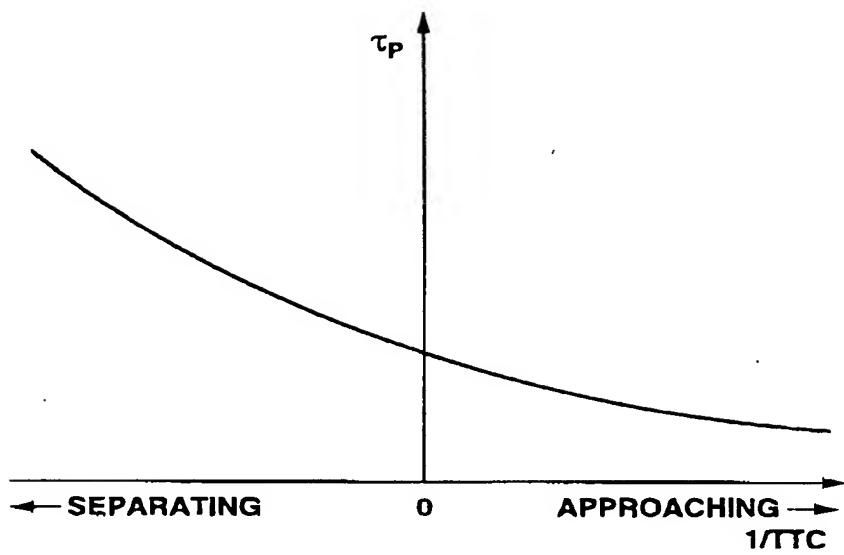


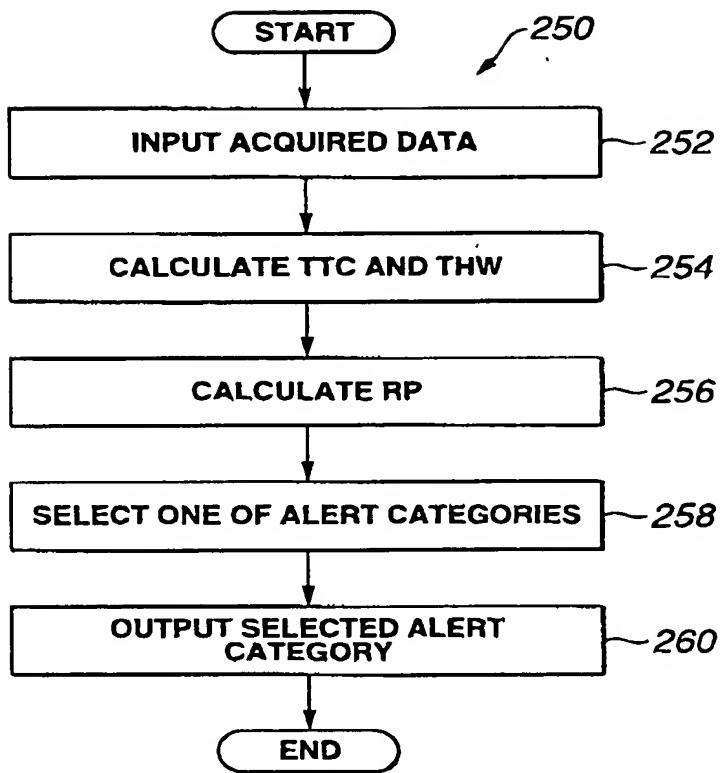
**FIG.27**

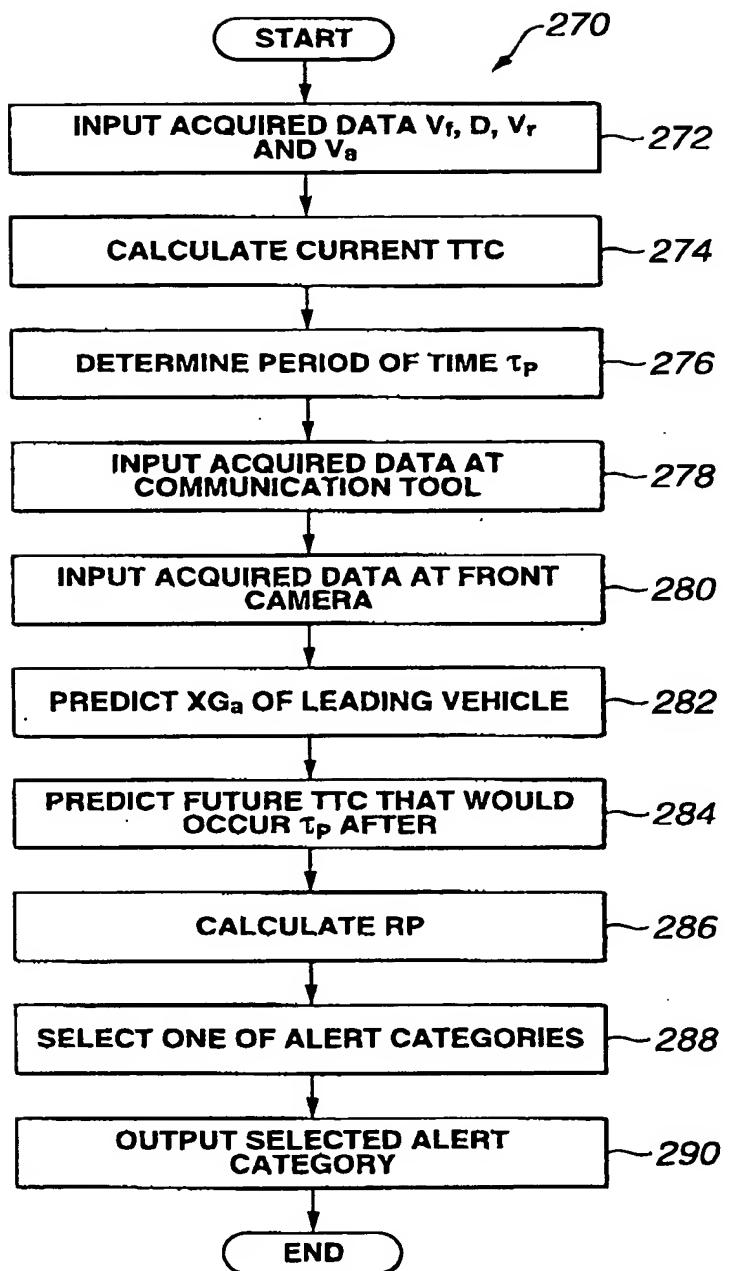
**FIG.28**

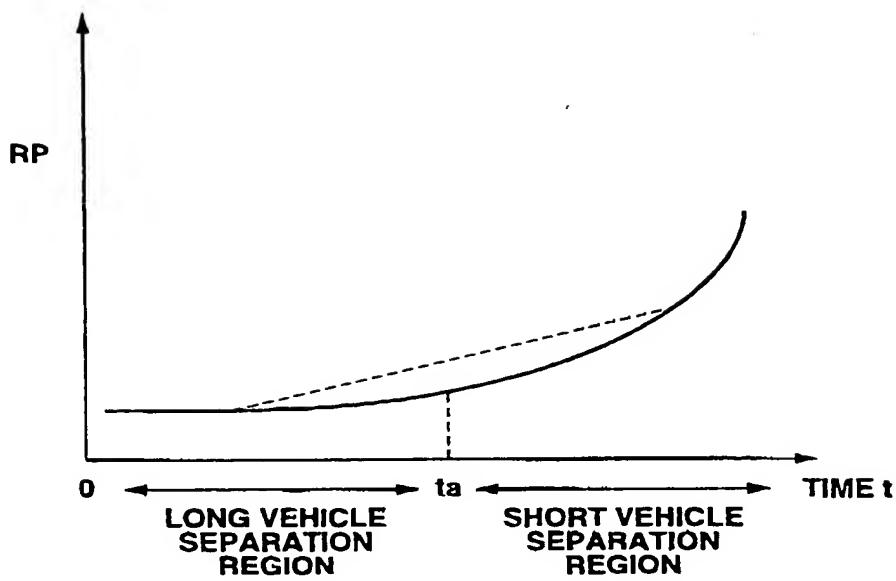
**FIG.29**

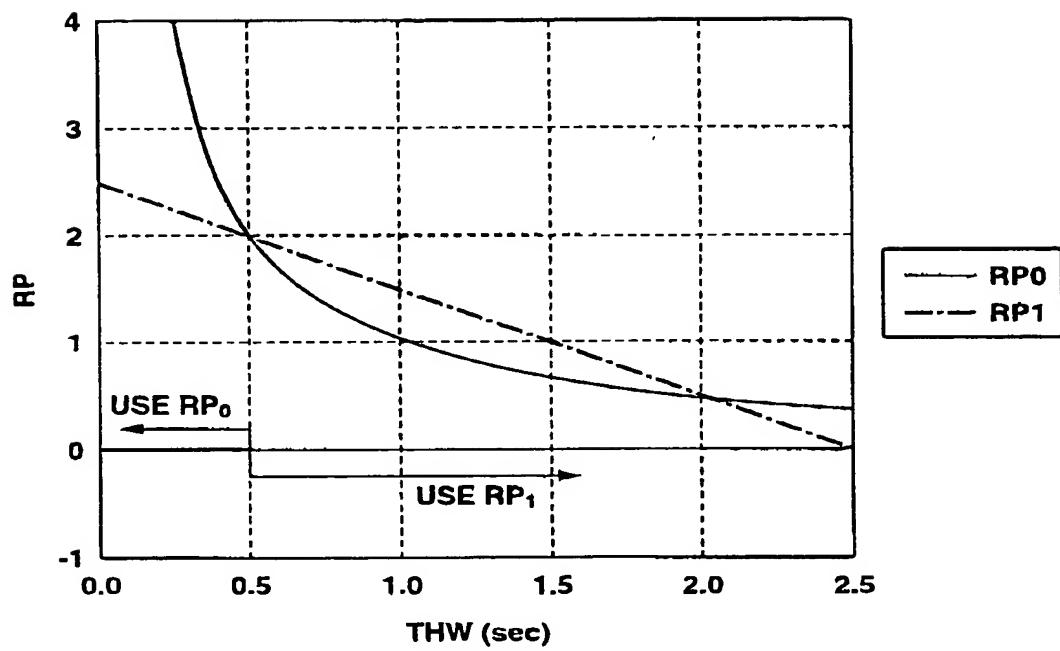
**FIG.30**

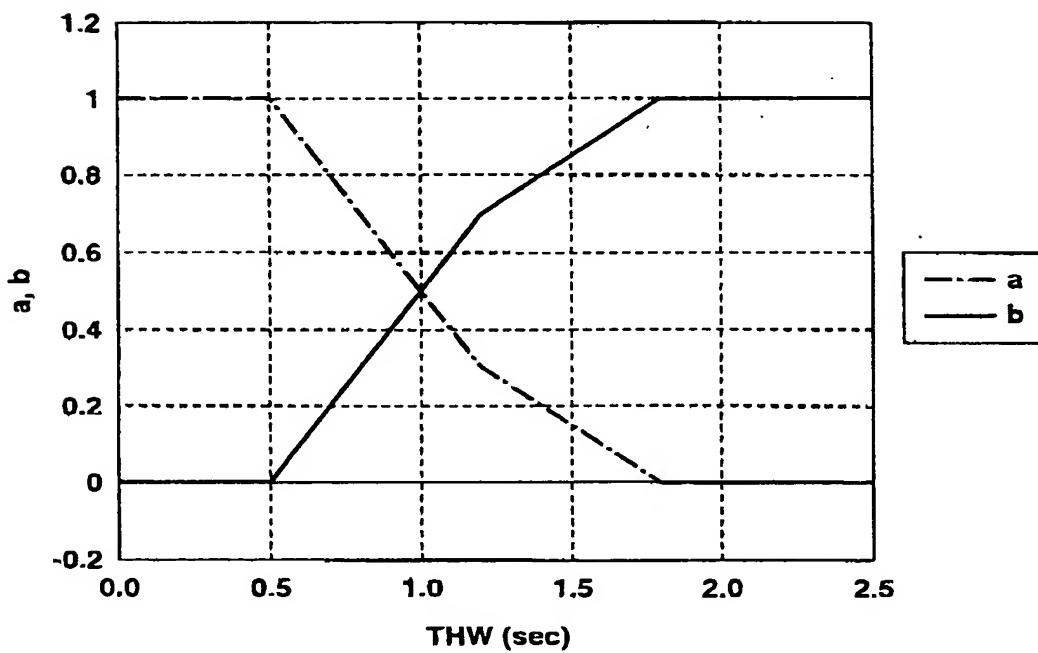
**FIG.31**

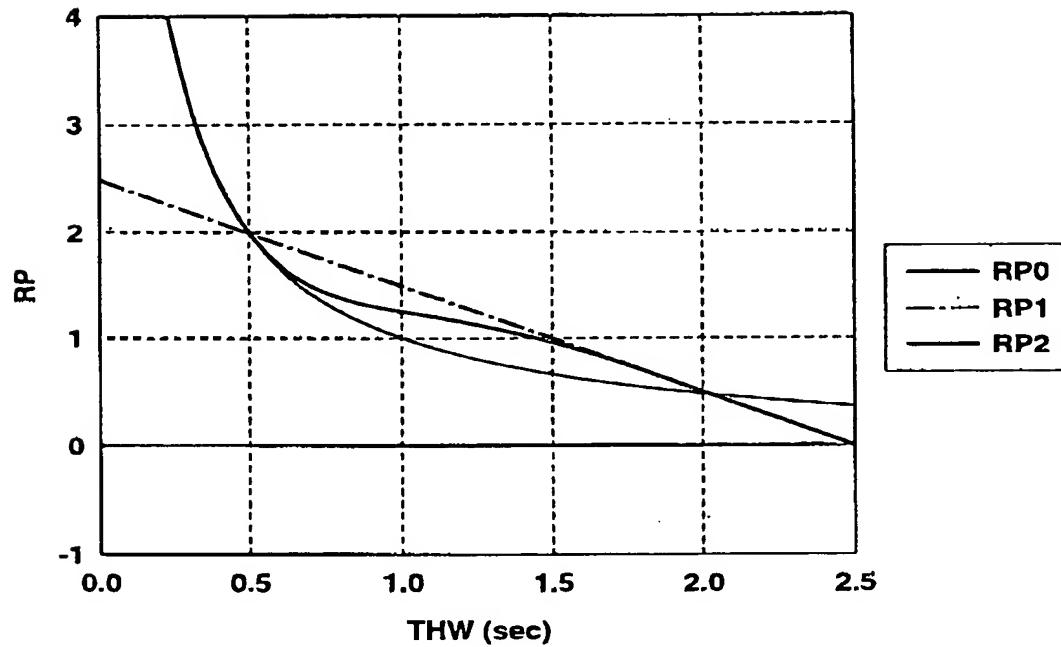
**FIG.32**

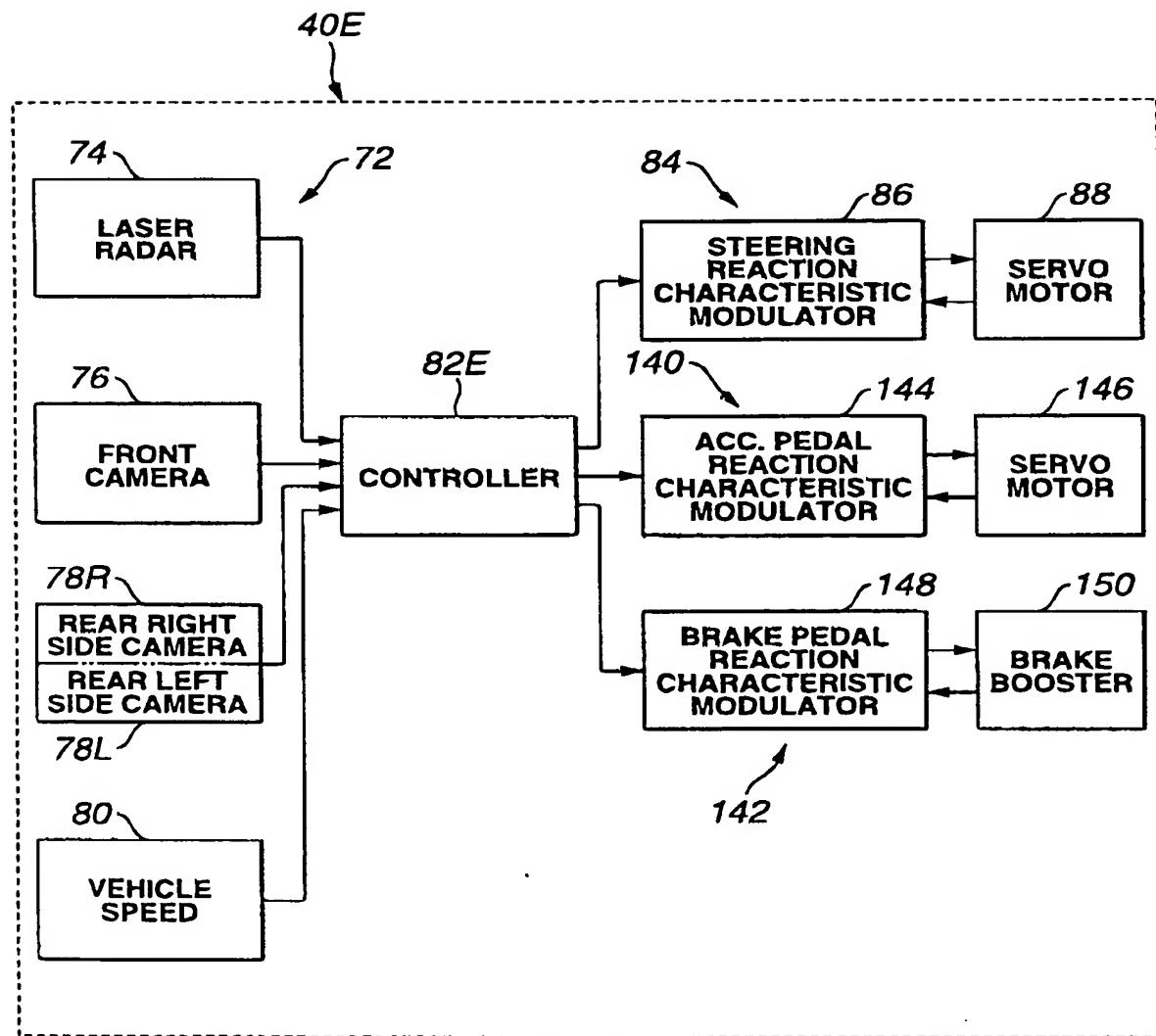
**FIG.33**

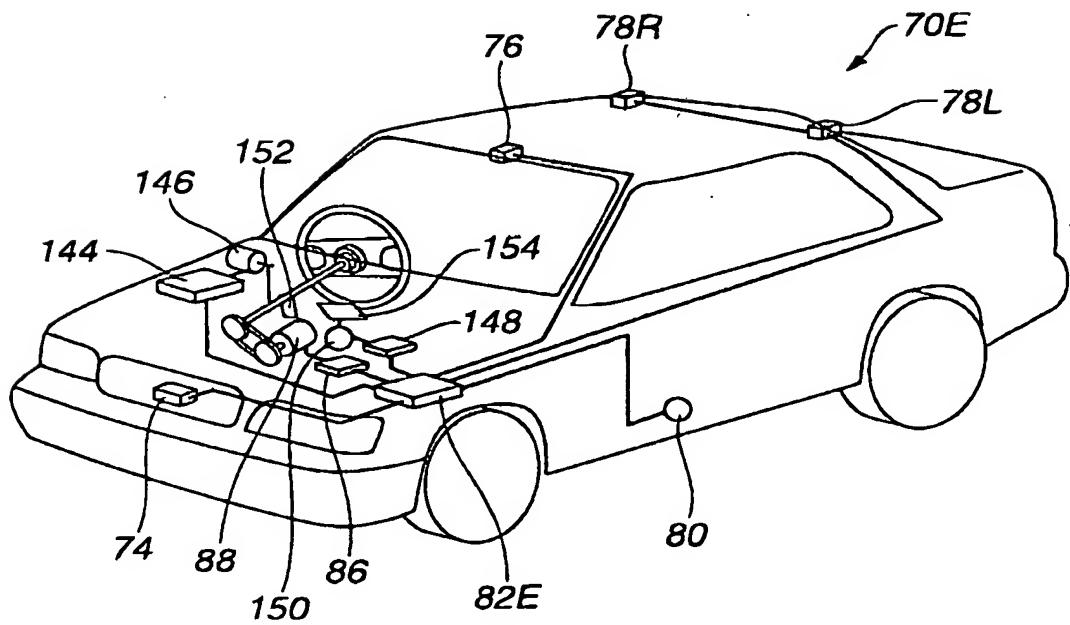
**FIG.34**

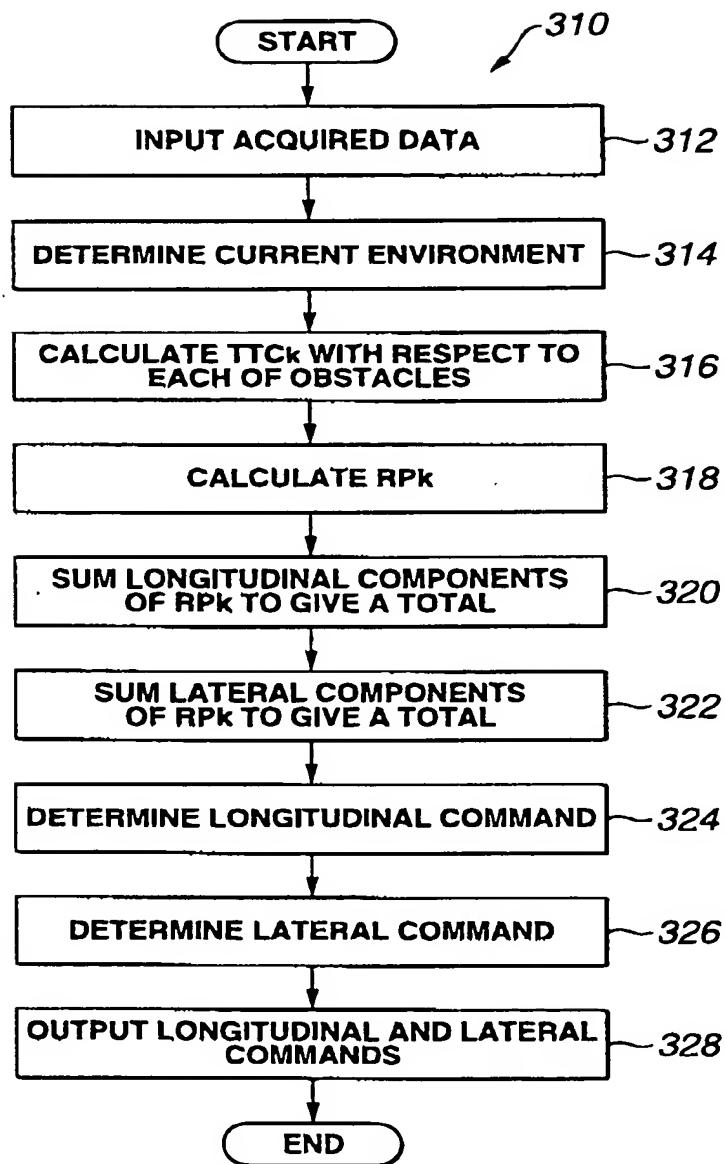
**FIG.35**

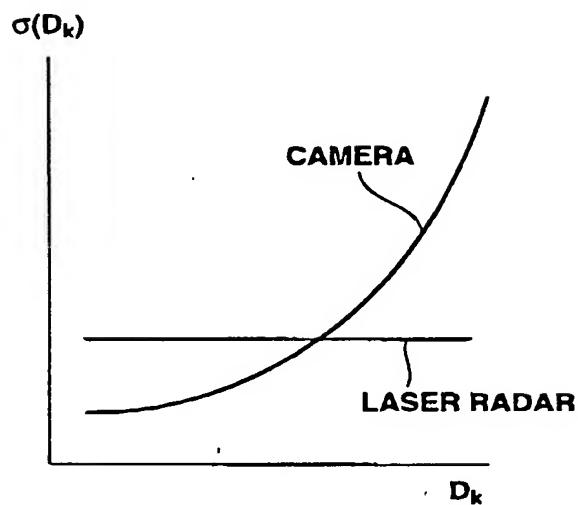
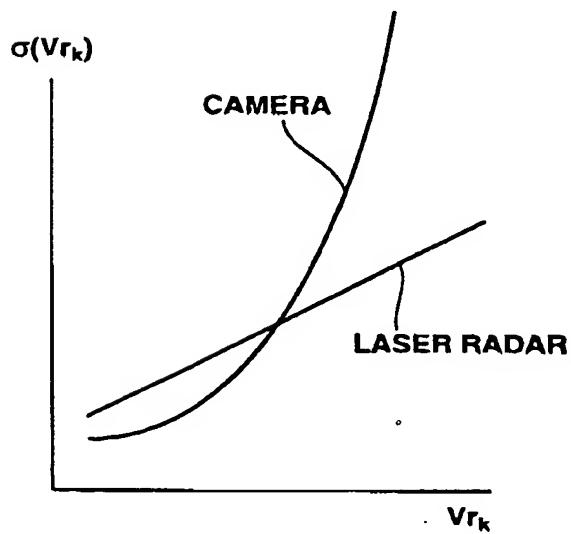
**FIG.36**

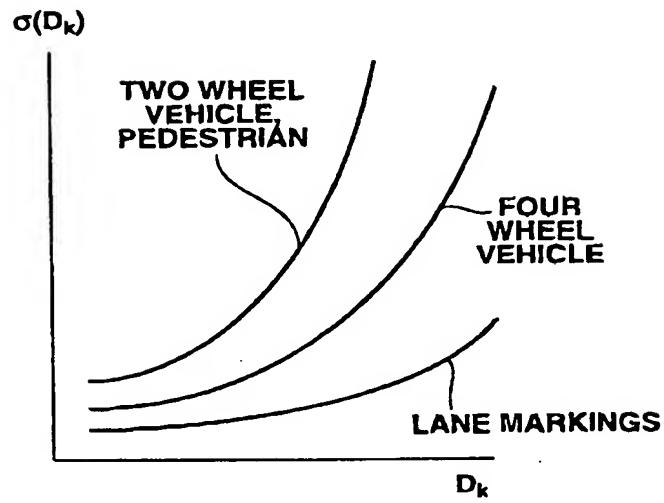
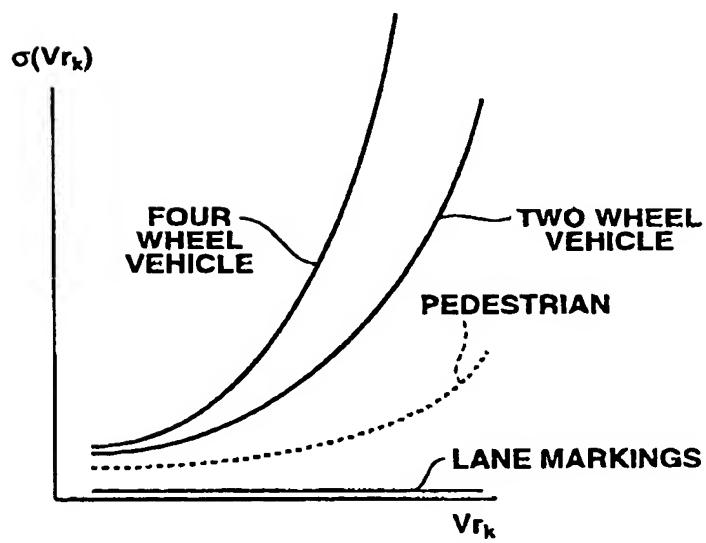
**FIG.37**

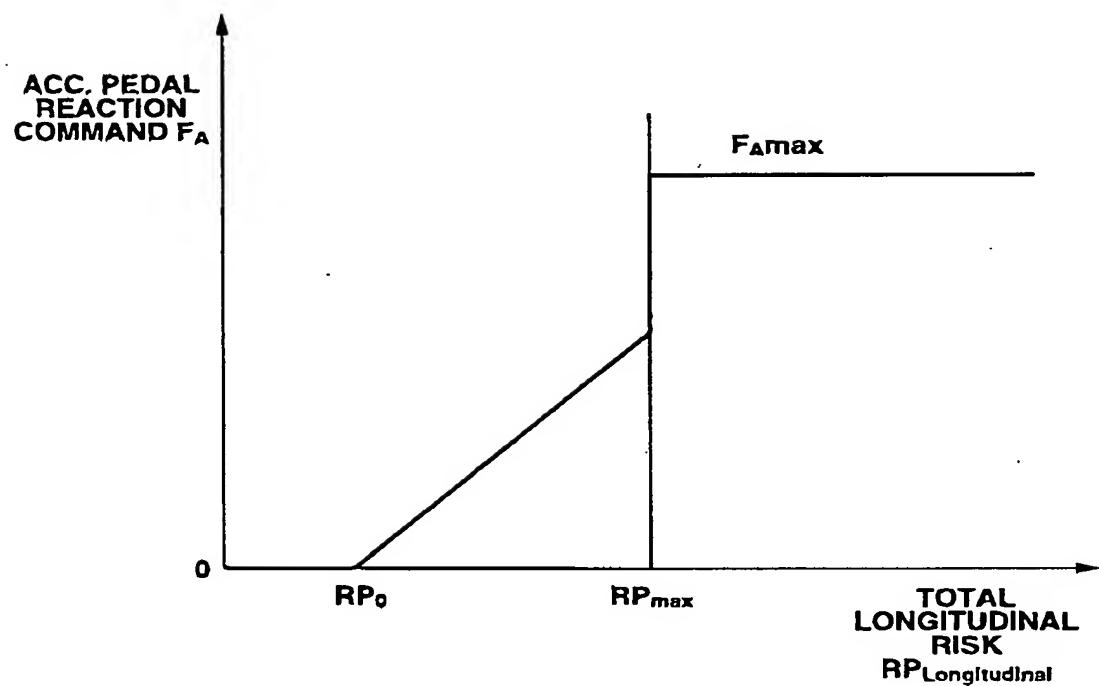
**FIG.38**

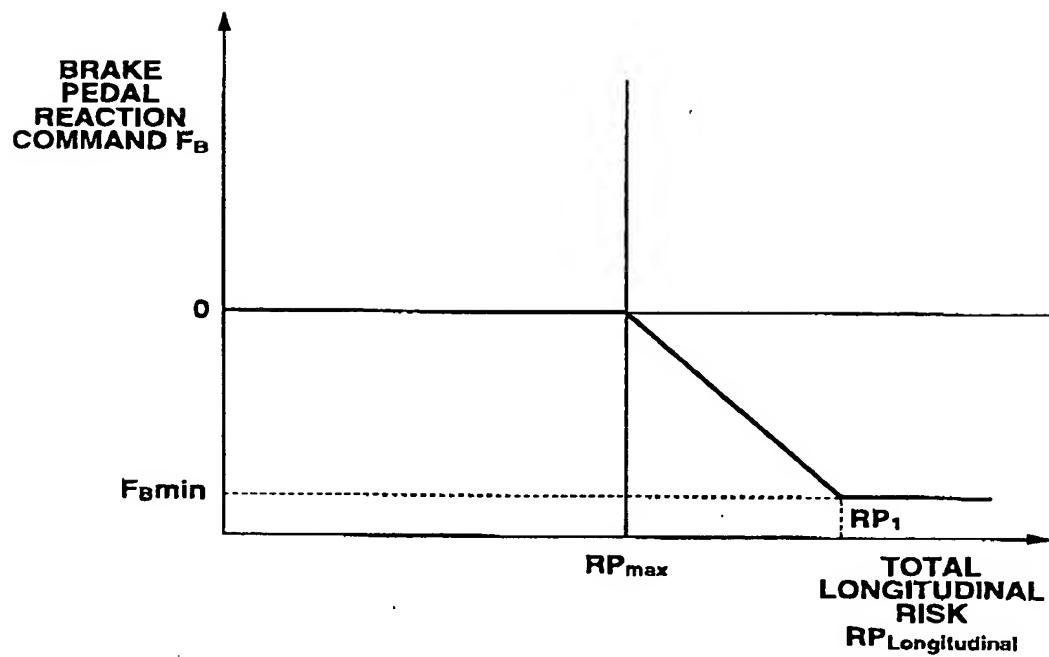
**FIG.39**

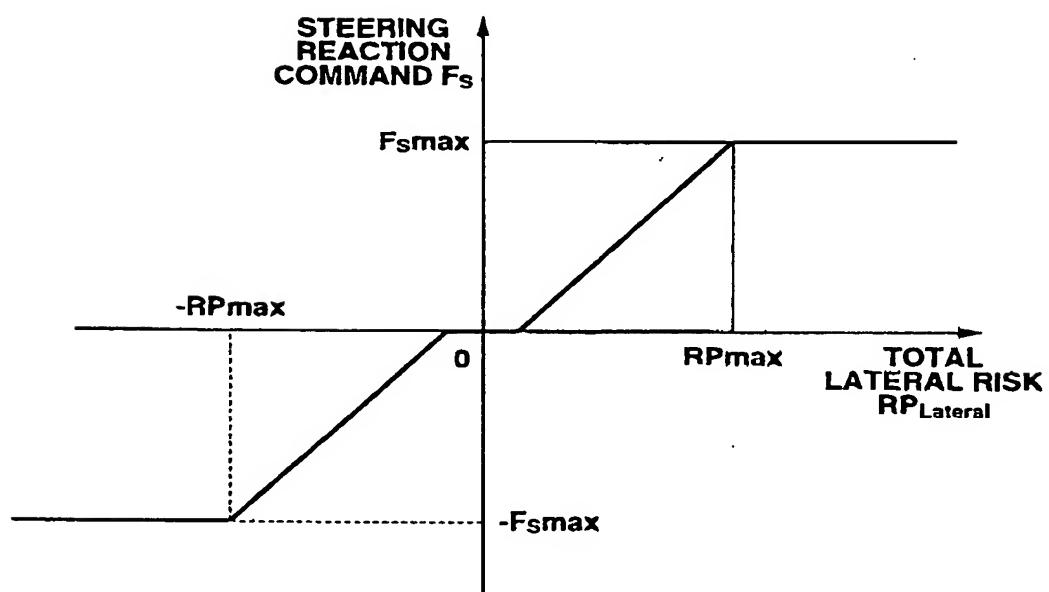
**FIG.40**

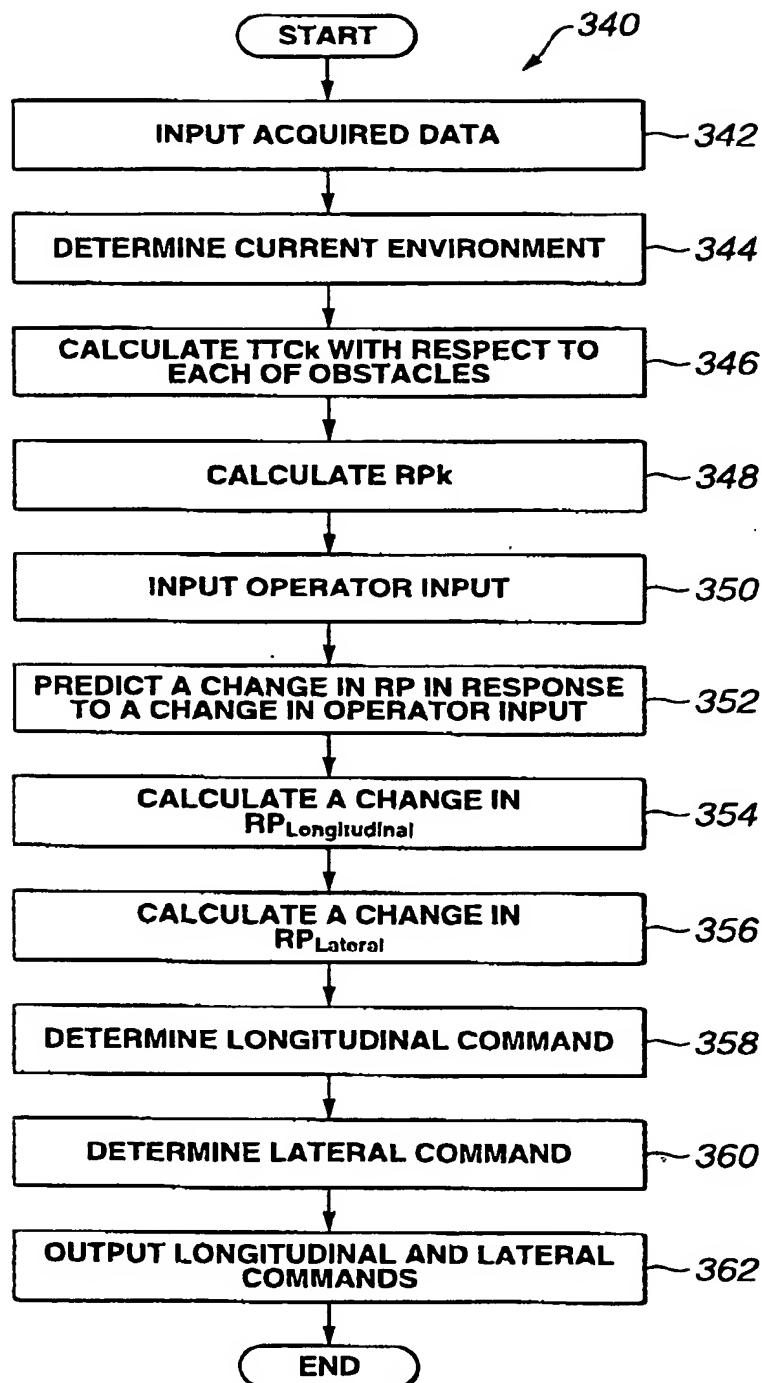
**FIG.41****FIG.42**

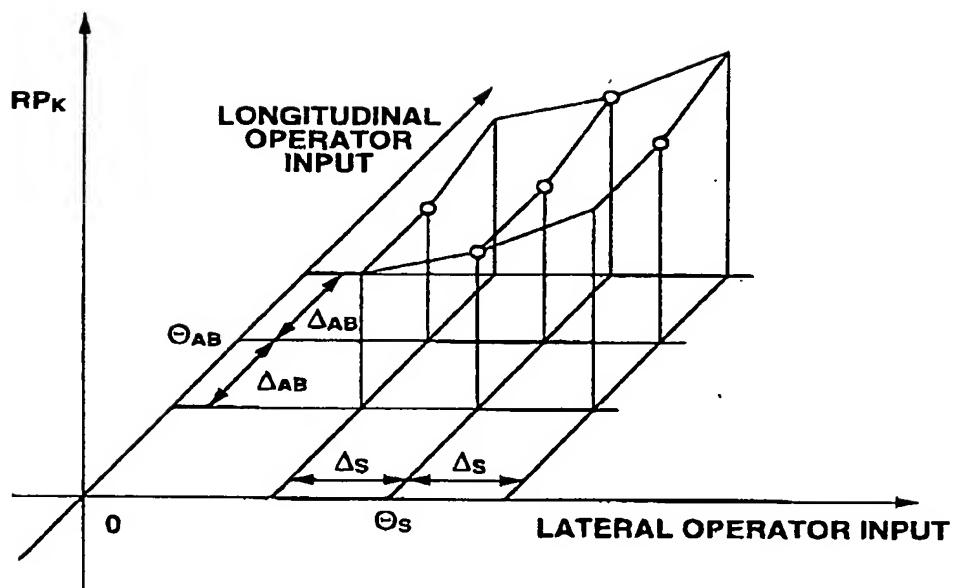
**FIG.43****FIG.44**

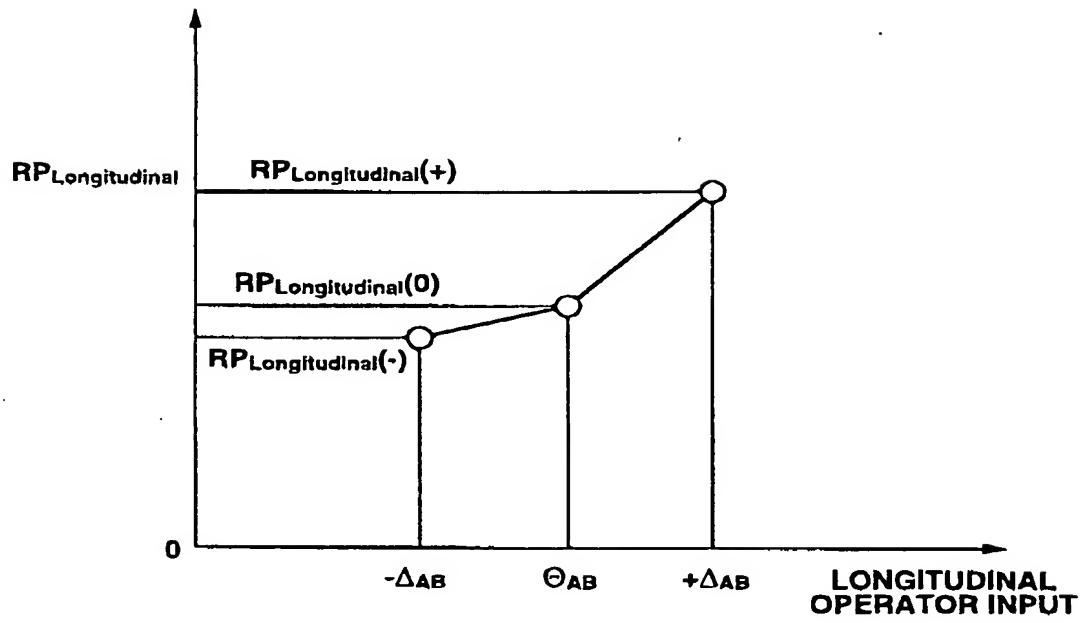
**FIG.45**

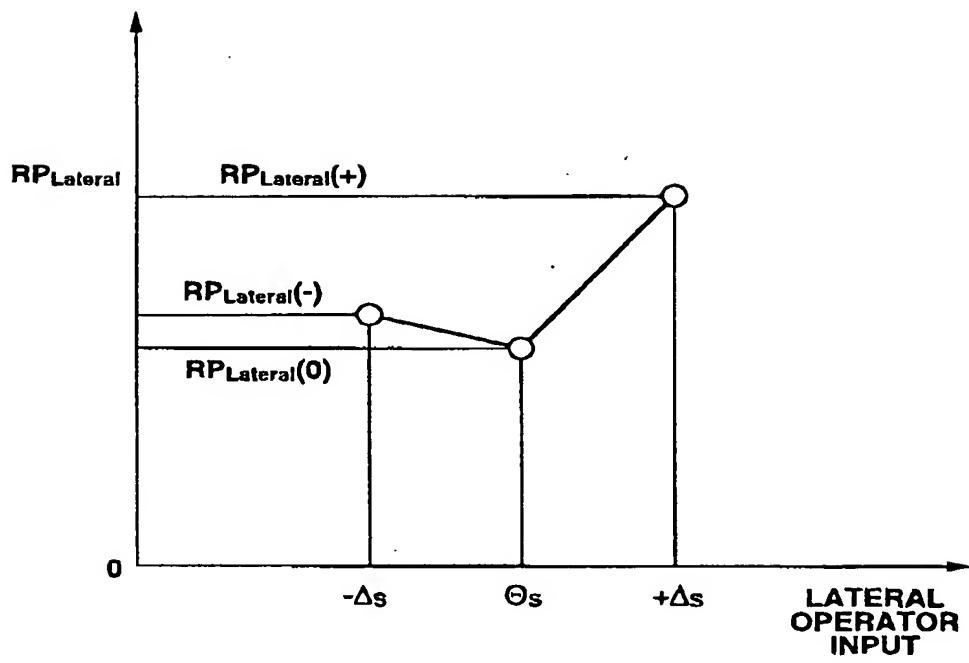
**FIG.46**

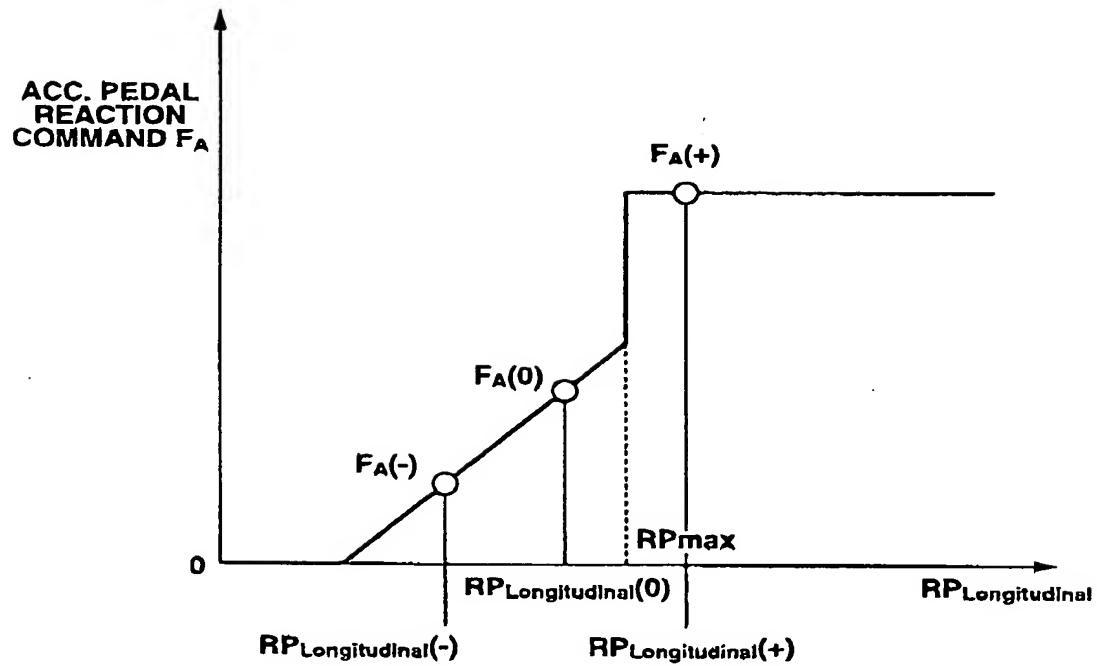
**FIG.47**

**FIG.48**

**FIG.49**

**FIG.50**

**FIG.51**

**FIG.52**

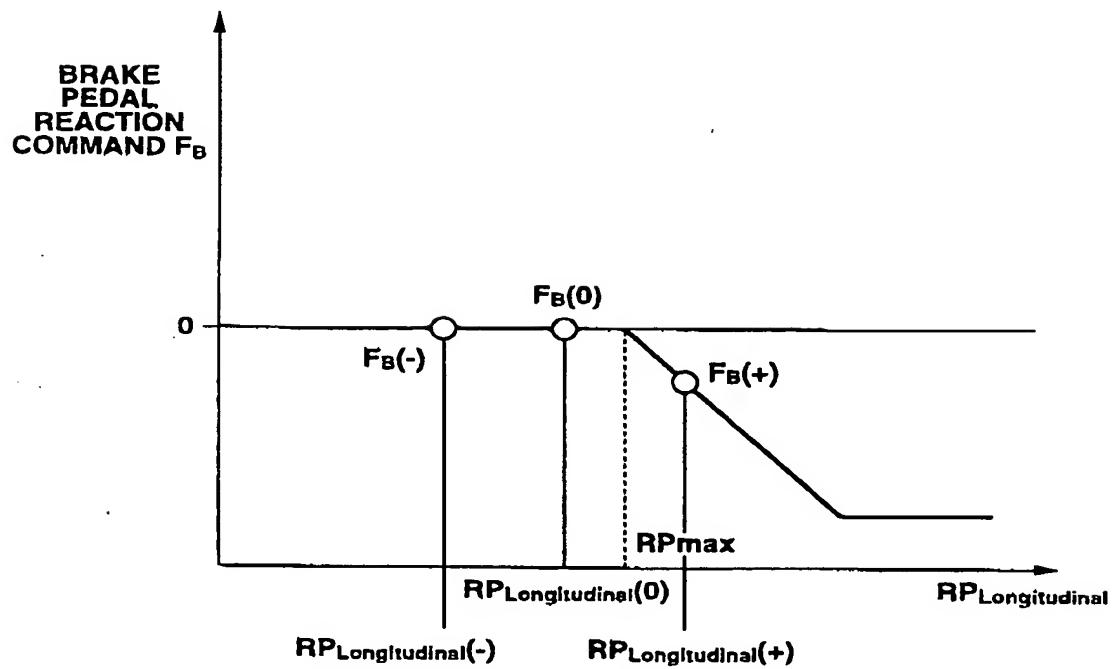
**FIG.53**

FIG.54

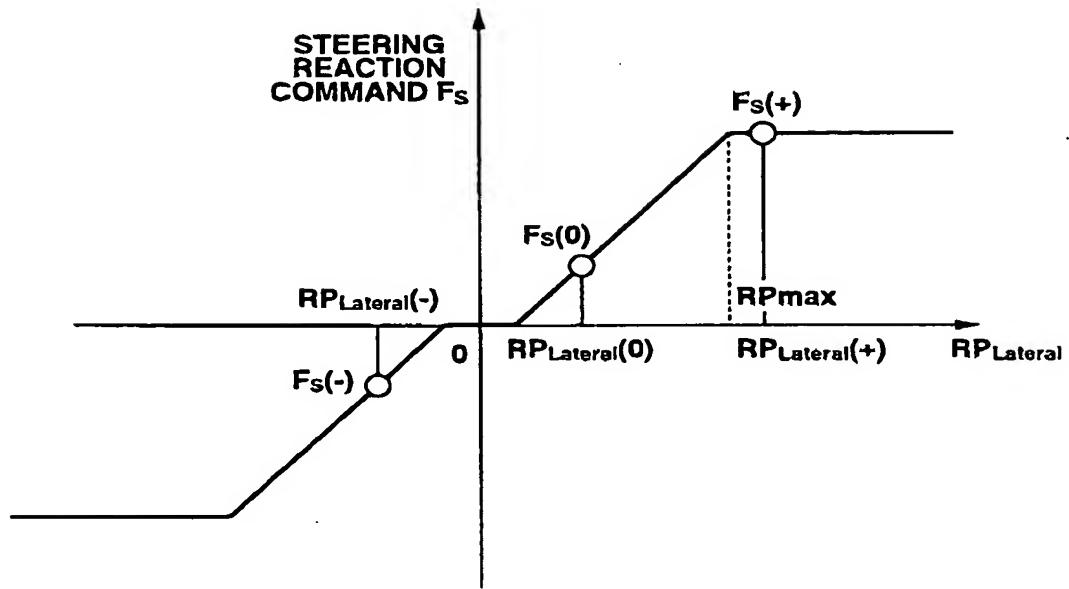
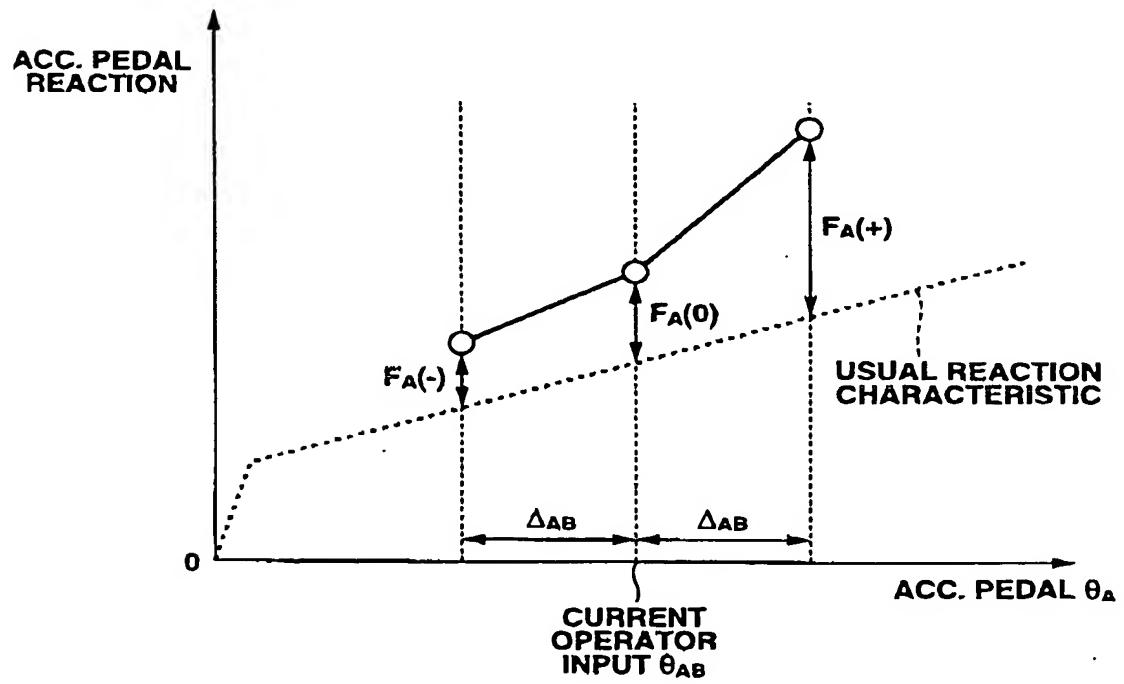
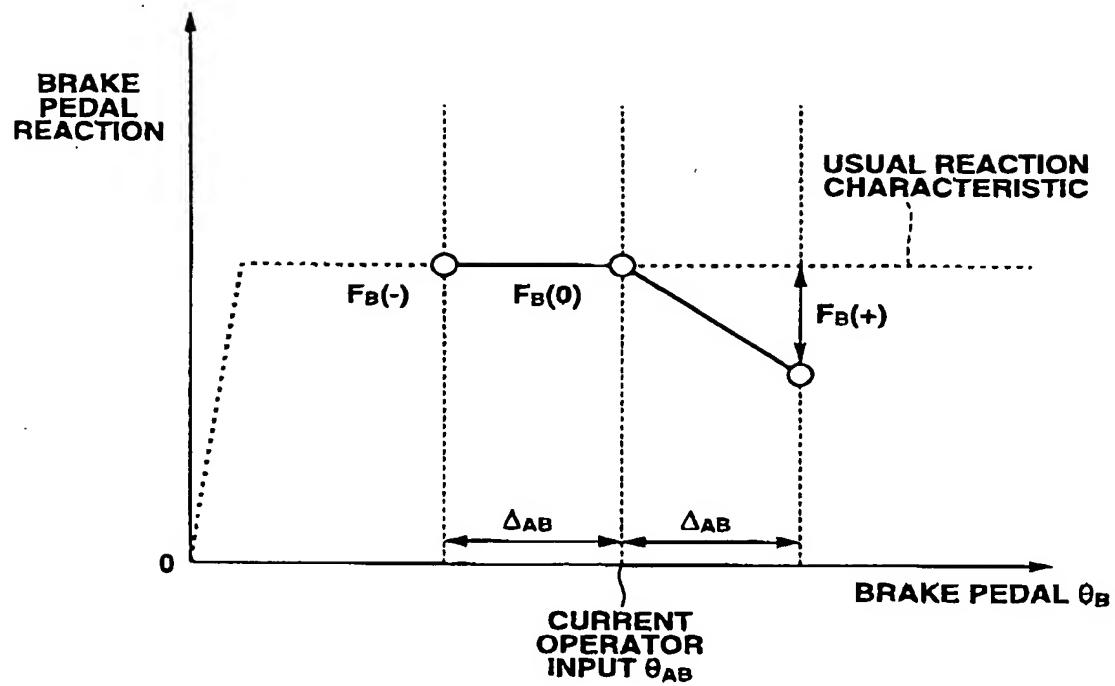
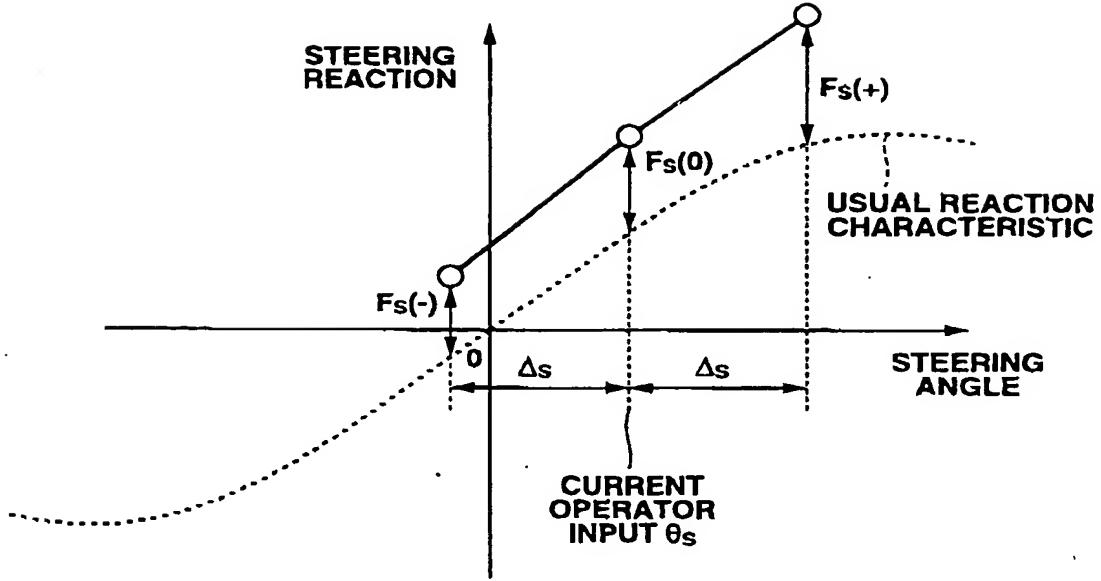
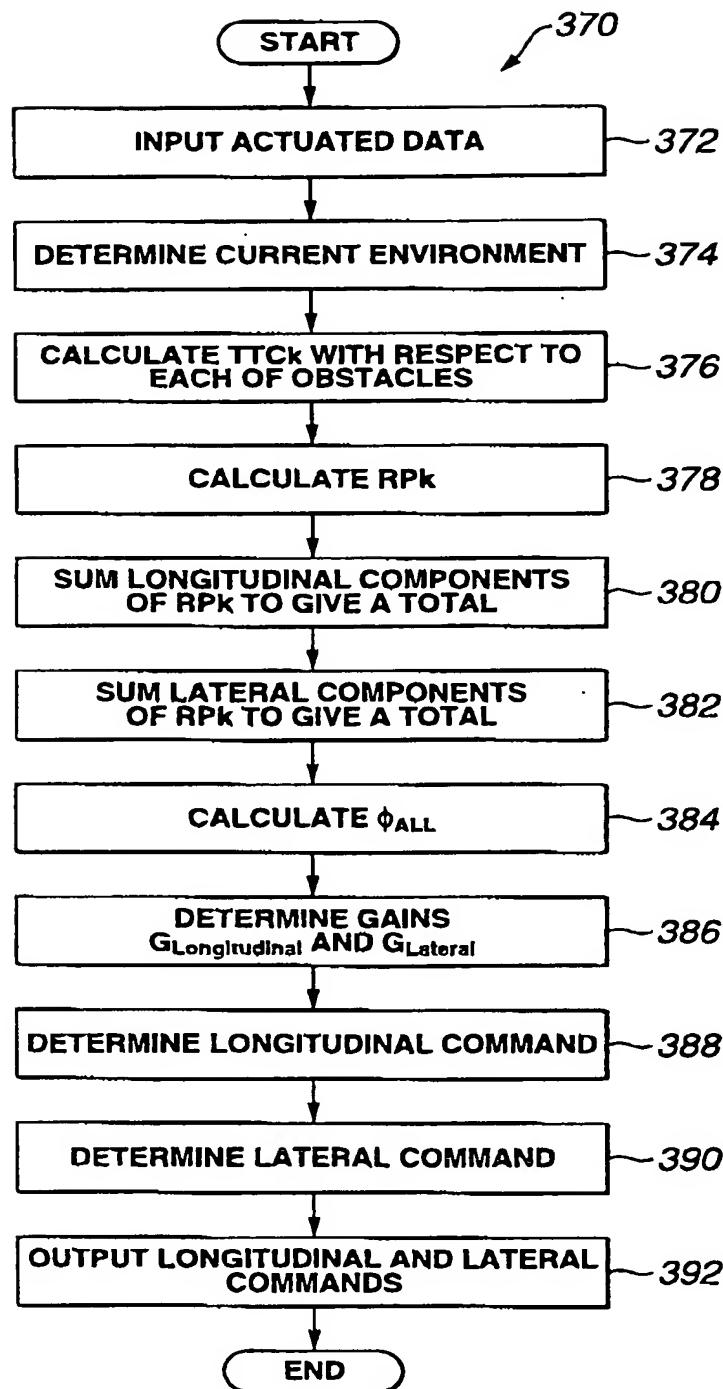


FIG.55



**FIG.56**

**FIG.57**

**FIG.58**

**FIG.59**